MINISTRY OF TRANSPORT

STATISTICAL PAPER No. 2

SURVEY OF ROAD GOODS TRANSPORT 1962

FINAL RESULTS

PART I

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I. INTRODUCTION

1. The Ministry of Transport has in the last ten years undertaken three major surveys of goods transported by road in Great Britain. The first survey was made during a week in September 1952, and from the results obtained estimates of the tonnage and ton mileage moved by road transport were derived. Also for the first time, an assessment could be made of the share of road transport in the total movement of freight within Great Britain.(1)

2. The second survey was carried out during a week in April 1958.(2) This survey not only provided estimates of the work done by road transport in 1958 but by combining the results with those obtained in the previous survey and with such data as were available from traffic counts showing changes in vehicle mileages, it was possible to make estimates of the trend in road transport since 1952.(3)

3. From 1958 onwards, estimates of ton mileage of goods transported by road have been made annually, based on the results of the 1958 inquiry brought up to date by estimating changes in vehicle mileages derived from traffic counts. Traffic counting had been instituted on regular, manual and automatic cases on January 1st, 1958.

4. This method of estimating trends in road transport had its limitations. There had since 1958 been a marked movement towards the use of heavier vehicles in transport operations, so that, although the total number of goods vehicles had increased by only 16 per cent, the number of heavy vehicles of over 3 tons unladen weight increased by 67 per cent. It could not therefore be assumed that average load factors had remained unchanged since 1958, and the method of estimating monthly and annual changes in road goods transport by means of traffic counts could not be continued indefinitely without a new inquiry into the operations of the goods vehicle fleet. A third survey of road goods transport was therefore undertaken in 1962. One of the main aims of the inquiry was to provide a better estimate of changes in the transport of goods by road.

5. The 1962 survey, like the Ministry's previous surveys in 1952 and 1958, was a sample inquiry addressed to road goods transport operators, designed to collect information on the characteristics of the goods vehicle fleet and on the work performed by road goods transport.

6. The 1962 survey was conducted on a much larger scale than either the 1952 or 1958 survey and contained a number of new features, intended to provide a more comprehensive picture of road transport operations than in the two earlier inquiries. The survey was spread over the whole year, so that information would be gained about seasonal patterns in road transport, and so that a more reliable estimate of total transport during the year as a whole could be made.

7. The survey obtained, for the first time, information about such characteristics of the goods vehicle fleet as its age distribution, numbers of articulated vehicles and types of vehicle body. Greater detail was sought than in earlier surveys about the work performed by vehicles, in particular on the length of haul of loaded journeys. Another new feature was that operators of 'C' licence vehicles were asked to give a description of their business, and it is now possible to give an analysis of the 'C' licence fleet according to the industries it serves.

8. The inquiry covered four separate weeks in the period April, 1962 to January, 1963. A sample of vehicles was drawn for each survey week, and a questionnaire sent asking the operator for details of the selected vehicle and of its transport operations during the week of the survey. Simplified versions of the form were sent to owners of the smaller 'C' licence vehicles.

9. The results given in this report are based on the returns for all four survey weeks. The main results are summarised in Chapter II, which also includes comparisons with the results of the Ministry's previous surveys in 1952 and 1958. This is followed by an assessment of the contribution which road transport makes to total inland transport in Great Britain, and finally, a commentary on the detailed results of the survey is given in Chapter IV.

10. The detailed tabulations presented in this publication are grouped into two sections. The first section is concerned with the characteristics of the vehicle fleet including numbers of vehicles of various types, their age distribution, and so on. The second section includes tables giving details of the work performed by goods vehicles during 1962. These estimates are based on the results obtained for each survey week grossed up to the whole month in which the survey week occurred on the basis of number of working days in the month, and then from month to whole quarter's results using estimates of monthly changes in goods vehicle mileages derived from traffic counts. The method employed is explained more fully in the "Notes and Definitions", which also defines the terms used in this report.

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(1) "The outlines of the road goods transport industry." Glover K.F. and Miller D.N. (1954). J.R. Statist. Soc. 117.

(2) The Transport of Goods by Road. Report on a Sample Survey made in April 1958. (H.M.S.O. 55-383).

(3) "Statistics of the Transport of Goods by Road." Glover K.F. (1960). J.R. Statist. Soc. Series A. (General) Vol. 123. Part 2.

Estimated change in numbers of goods vehicles analysed by licence class and unladen weight, 1952-1962

Table (111)

Licence category	Unladen weight		Numbers of vehicles			Percentage change	
			1952 (Estimated)	1958 (Estimated)	1962	1952-58	1958-62
A	**Over**	**Not over**					
		2 tons	10,000	6,300	5,500	- 37	- 13
	2 tons	3 tons	55,000	42,500	28,400	- 23	- 33
	3 tons		28,000	39,700	55,700	42	40
	Total		93,000	88,500	89,600	- 5	1
Contract A	**Over**	**Not over**					
		2 tons	800	1,000	1,200	25	20
	2 tons	3 tons	6,000	8,500	5,400	42	- 36
	3 tons		2,900	10,900	22,500	276	106
	Total		9,700	20,400	29,100	110	43
B	**Over**	**Not over**					
		2 tons	8,500	9,100	9,300	7	2
	2 tons	3 tons	41,800	38,700	27,000	- 7	- 30
	3 tons		8,400	16,900	37,200	101	120
	Total		58,700	64,700	73,500	10	14
C	**Over**	**Not over**					
		2 tons	494,000	738,000	878,000	49	19
	2 tons	3 tons	215,000	203,000	169,000	- 6	- 17
	3 tons		54,000	108,000	179,000	100	66
	Total		762,000	1,048,000	1,226,000	37	17
All vehicles			923,000	1,222,000	1,419,000	32	16

19. The number of vehicles licensed for use as goods vehicles totalled 1,524,000 in 1962. Of these, 1,419,000 were licensed as general goods vehicles or haulage tractors and these vehicles, being subject also to carriers' licensing, are the vehicles which were covered by the 1962 survey and to which the following results relate. The remaining vehicles, consisting of some 58,000 vans and lorries licensed as agricultural vehicles and about 47,000 government owned goods vehicles, were not covered by the survey, but the effect of their omission on the estimates of work done by road transport is believed to be very small.

20. During 1962 it is estimated that 1¼ thousand million tons of commodities were handled by road transport and nearly 34 thousand million ton miles were performed in transport operation. The mileage run by vehicles carrying goods totalled nearly 11 thousand million and over 3 thousand million miles were run in order to collect goods or in returning to base after delivery.

21. Altogether some 176 thousand million loads were handled by road goods vehicles employed on "end-to-end" work, that is on work involving the carriage of a single load to a single destination, and 433 thousand million "intermediate" journeys were made, that is trips in which goods were picked up or set down at several points. A distinction between these two broad categories of "end-to-end" and "intermediate" work has been made in all the detailed tables in this report.

22. Most of the transport by road is over short distances; 84 per cent of the total tonnage moved in 1962 was carried on short hauls of less than 50 miles and nearly 70 per cent was on very short trips of under 25 miles. Of the remaining tonnage, 10 per cent was carried on journeys of 50 to 100 miles and only 6 per cent was hauled over distances of 100 miles or more.

23. The main results of the survey distinguish between the above broad journey length categories only, but in order to give an indication of the importance of hauls of various lengths within the two longer distance categories of 50-100 miles and over 100 miles, a special analysis of the end-to-end journeys was carried out in respect of one (only) of the survey weeks.

24. The figures which result from the analysis are given in Table (iv) below. Since these are based on a single survey week they are less reliable than those for each main category as a whole, which are based on the results of all four survey weeks and shown in Tables 23 and 25 of the report. As Table (iv) shows, there is very little tonnage moved by road over very long distances and the bulk of that which is moved is handled by 'A' licence vehicles.

Estimated work done by road transport in 1962:
supplementary analysis for the end-to-end journeys in the
length of haul categories "50-99 miles" and "100 miles and over"

Table (iv)

(a) Tonnage carried

Millions

Licence category	Under 50 miles	50-99 miles		100 miles and over				
		50-74 miles	75-99 miles	100-124 miles	125-149 miles	150-199 miles	200-299 miles	300 miles and over
A	94.8	11.8	11.7	10.1	5.3	8.0	8.8	1.3
Contract A	62.2	5.7	4.1	3.5	1.3	1.4	1.9	0.2
B	158.1	4.7	2.9	1.8	0.6	0.4	0.5	0.1
C	395.2	22.8	11.6	6.5	3.6	4.3	2.2	0.5
All vehicles	710.3	45.0	30.3	21.9	11.0	14.1	13.4	2.1
Percentage of total tonnage moved on end-to-end work over all distances	83.8	5.3	3.6	2.5	1.3	1.7	1.6	0.2

(b) Ton mileage performed

Millions

Licence category	Under 50 miles	50-99 miles		100 miles and over				
		50-74 miles	75-99 miles	100-124 miles	125-149 miles	150-199 miles	200-299 miles	300 miles and over
A	1,324	702	991	1,125	701	1,367	1,991	501
Contract A	968	353	336	377	179	252	453	84
B	1,750	301	196	178	112	83	109	23
C	4,860	1,350	943	743	484	724	490	194
All vehicles	6,902	2,706	2,466	2,423	1,476	2,426	3,043	802
Percentage of total ton mileage performed on end-to-end work over all distances	36.7	11.2	10.2	10.0	6.1	10.0	12.5	3.3

25. A very large proportion of total transport work performed during 1962 was done by the heavier vehicles of unladen weight exceeding 3 tons; 70 per cent of the total tonnage was carried by these vehicles and they accounted for more than 80 per cent of the total ton mileage performed by road transport, even though in numbers they totalled less than 300,000 or a fifth of all goods vehicles.

26. Vehicles operated on 'C' licences, that is operated by traders carrying their own goods in the course of their own business, carried nearly 60 per cent of the total tonnage moved by road in 1962 and these vehicles performed just under 50 per cent of the total ton mileage. The total number of 'C' vehicles is very large, more than 1,200,000 in all, but 880,000 of these are light vehicles not exceeding 2 tons unladen weight and the major part of 'C' transport work, over 70 per cent, is done by the 179,000 or so heavy 'C' vehicles of over 3 tons unladen weight.

27. Long distance transport is a relatively unimportant part of 'C' licence transport, only about 26 million tons or 4 per cent of the total tonnage moved by 'C' vehicles was carried on hauls of 100 miles or more. As might be expected, a very small percentage of the total tonnage moved by the lighter 'C' vehicles was over the longer distances, but even amongst heavy 'C's' of over 3 tons unladen weight only 5 per cent of the total tonnage carried by them was moved over a distance of 100 miles or more.

28. Another notable feature of 'C' licence work is the relatively high proportion of work done on intermediate journeys, that is trips in which goods were picked up or set down at several points; about 40 per cent compared with 20 per cent for vehicles on 'B' licences and less than 20 per cent for vehicles on 'A' and Contract 'A' licences. Most of the smaller vehicles are, of course, almost exclusively engaged on intermediate work.

29. Nearly half of all 'C' vehicles working during the survey weeks were found to be engaged on retail delivery or maintenance and repair work, and a further 20 per cent were engaged on miscellaneous 'other' work, most of which involves rendering services to consumers, for example, refuse collection, catering services, etc. Nearly 16 per cent were engaged on wholesale delivery and 10 per cent on the carriage of materials to and from building sites. Only 4 per cent of the 'C' vehicles were employed to deliver materials, semi-finished goods and fuel to factories or export goods to docks.

30. Vehicles employed for retail delivery, repair and 'other' work are predominantly light vehicles however, while those used for other purposes include a high proportion of heavy vehicles. Thus, the analysis of total work done according to type of work on which vehicles were mainly engaged, shows a rather different picture to that given by the above comparison based on numbers of vehicles. It is estimated that vehicles employed on retail delivery, etc. accounted for less than 40 per cent of the

ton mileage performed by 'C' vehicles during 1962. On the other hand, those used mainly for wholesale delivery accounted for about a third of all 'C' ton mileage and those carrying materials to and from building sites accounted for 17 per cent of the total ton mileage performed by 'C' vehicles. Vehicles delivering goods to factories or docks performed 17 per cent of all 'C' ton mileage.

Industrial analysis of 'C' transport

31. The predominance of the retail and wholesale trades and building and construction in road transport on own account is also clearly shown by the new analysis of 'C' licence work according to the industries in which the vehicles are operated. Two main groups of industries generate nearly 70 per cent of the ton mileage performed by 'C' transport. The first group includes the distributive trades and the food, drink and tobacco manufacturing industries where manufacturers' distribution by road direct to retail outlets is common; these industries rely heavily on 'C' licence transport and together account for more than half of all 'C' transport work. The second group includes building and construction and the brick, cement and other industries producing building materials. This group, which also relies heavily on its own transport generates a further 16 per cent of total 'C' ton mileage.

III. GROWTH IN TOTAL INLAND TRANSPORT 1952-1962

32. The facts about the work done by the various sections of road transport and the industries they serve throw a good deal of light on the reasons for the growth of road transport over the last ten years, and the growing share taken by road transport in the carriage of goods by all means of inland transport.

33. It is estimated that in 1962 some 1½ thousand million tons of goods were carried and over 60 thousand million ton miles performed in Great Britain by the main forms of transport - by rail, road, inland waterway, pipeline and coastal shipping. This is an increase of 30 per cent in tonnage moved and 20 per cent in ton mileage performed compared with ten years ago. The detailed figures are given in the table overleaf. The estimates of ton mileage by coastal shipping are their inland equivalents and they are of a lesser degree of reliability than the estimates for the other forms of transport. Freight transport by domestic air services is not included because the amounts carried, although growing rapidly, are still very small compared to the figures for the other modes of transport.

34. The share of road transport in the total ton mileage of goods transported in 1962 was 55 per cent compared with only 37 per cent in 1952. Transport by rail on the other hand has fallen from being 44 per cent of the total in 1952 to 26 per cent in 1962. Transport by coastal shipping has shown small increases over the years and its share has remained at about 18 per cent of total transport. The proportion of total ton mileage performed on inland waterways is negligible and movements by pipeline, although growing, are also very small compared to the transport work performed by road, rail and coastal shipping.

35. The above comparison, based purely on total transport performed, oversimplifies the developments which have taken place in the shares of road and rail transport, and it is also not an entirely satisfactory method of assessing the contribution of road and rail to total inland transport since the types of work performed by road and rail transport are not identical. As the present survey results show, a great deal of the ton mileage transported by road consists of goods carried over short distances. The average length of haul for road transport is about 25 miles; by contrast the average length of haul of all rail traffic is about 70 miles and for general merchandise traffic carried by rail the average haul is as much as 135 miles.

36. Thus, perhaps a better indication of the relative contribution of road and rail goods transport is given by the comparison of the shares of road and rail in total long distance (over 100 miles) transport in this country. It is estimated that in 1962 road transport accounted for about 40 per cent of all long distance transport (measured in ton miles), rail 30 per cent and coastal shipping about 30 per cent.

Goods transport in Great Britain, 1952-1962

Table (v)

Year	Tons (millions)						Ton mileages (thousand millions)					
	Road	Rail*	Coastal shipping	Inland waterways	Pipelines†	Total	Road	Rail*	Coastal shipping	Inland waterways	Pipelines†	Total
1952	847	285	39	10	2	1,183	18.8	22.4	9.0	0.2	0.1	50.5
1953	875	289	41	10	2	1,217	19.7	22.8	9.0	0.2	0.1	51.8
1954	925	283	41	10	2	1,261	21.1	22.1	9.0	0.2	0.1	52.5
1955	997	274	39	10	2	1,322	23.0	21.5	9.0	0.2	0.1	53.5
1956	993	277	44	10	2	1,326	23.2	21.4	9.9	0.2	0.1	54.8
1957	969	274	44	10	2	1,299	22.9	20.9	9.8	0.2	0.1	53.9
1958	1,061	243	43	9	2	1,358	25.2	18.4	9.7	0.2	0.1	53.5
1959	1,146	234	43	9	3	1,435	28.1	17.7	9.5	0.2	0.1	55.6
1960	1,192	249	43	10	4	1,498	30.1	18.7	9.5	0.2	0.2	58.7
1961	1,240	238	46	9	6	1,539	32.3	17.6	10.1	0.2	0.3	60.5
1962	1,248	228	49	9	7	1,541	33.6	15.1	10.8	0.2	0.4	61.1

* Excluding freight by passenger train, which totals 3 to 4 million tons yearly.

† Excluding pipelines less than 10 miles in length and excluding movements of gasses by pipeline.

37. Rail transport not only differs from road in that the average length of haul is much longer. A further difference arises from the industries which road and rail mainly serve. As Table (vi) shows, a very large part, over 60 per cent, of railway freight traffic is generated by the coal and steel industries, which are generally regarded as offering traffics particularly suitable for rail transport. The ton mileage of all freight transported by rail actually showed a decline of 28 per cent between 1952 and 1962 and this is due largely to the fall in coal carryings and to the fact that despite a moderate rise in activity in the iron and steel industry developments have occurred in this period which have reduced the industry's demand for transport per unit of output, so that rail carryings of iron and steel making materials and products were considerably lower in 1962 than in 1952. If coal, minerals and iron and steel products are excluded, rail carryings showed a reduction of some 2½ per cent per annum between 1952 and 1962, and it is this fact which is the more significant in relation to the annual increase of 8 per cent in the ton mileage carried by road transport. The rapid growth of road transport in recent years appears to arise more from growth in activities which depend on the services of road transport than from actual switches of traffic from rail to road.

Rail freight transport: analysis by commodity

Table (vi)

Commodity	Tons forwarded (millions)		Ton mileage performed (thousand million)		Percentage decrease 1952-62	
	1952	1962	1952	1962	Tons	Ton miles
Coal and coke	171	145	10.4	7.3	15	30
Minerals						
Iron and steel making materials	..	26	2.4	1.8	..	25
Other	..	21	2.8	1.8	..	36
Total minerals	63	47	5.2	3.6	25	31
Merchandise						
Iron and steel products	..	7	1.1	0.9	..	18
Other	..	29	5.7	4.3	..	25
Total merchandise	51	36	6.8	5.2	29	24
All goods	285	228	22.4	16.1	20	28

38. The difference in character of the work performed by road goods transport as compared with rail is also illustrated by the new industrial analysis for 'C' licence vehicles. This shows how much of the total work of 'C' licence arises in the distributive trades and in other industries which, because they are not rail based, rely on road rather than on rail. Moreover, activity in these industries has been expanding rapidly in recent years and if their growth rates are compared with the indices of activity in the main rail using industries the conclusion drawn in the final sentence of para. 37 concerning the growth in road transport arising to a large extent from the growth in industries which depend on road transport, is illustrated. This comparison is made in Table (vii). As the table shows, whereas activity in the mining and quarrying industry has dropped in the last ten years and iron and steel manufacture has increased at only a modest rate, the rise in the main road using industries has been of the order of 30-40 per cent.

39. It will be possible to give a more detailed indication of the type of industry served by road transport when the results of the commodity analysis are available. As explained in the foreword to this report, the commodity details will be the subject of a separate publication.

Indices of production for selected industries 1952-1962

Table (vii)

Average 1958 = 100

Year	Predominantly rail using industries		Predominantly road using industries			
	Mining and quarrying	Ferrous metal manufacture	Food, drink and tobacco manufacture	Bricks, pottery, glass, cement etc. manufacture	Building and construction	Volume of retail sales
1952	105	95	86	94	86	..
1953	105	96	90	99	92	..
1954	106	100	91	102	95	..
1955	105	108	94	106	98	..
1956	105	111	94	105	101	..
1957	105	113	98	101	101	99
1958	100	100	100	100	100	100
1959	97	104	104	107	108	104
1960	94	121	107	116	111	107
1961	93	114	110	119	120	110
1962	95	107	112	126	121	111
Percentage change 1952-62	- 10	+ 13	+ 30	+ 34	+ 41	..

Source: Annual Abstract of Statistics

IV. DETAILED RESULTS

Characteristics of the vehicle fleet in 1962

40. The detailed tables in the first section of the report give information about various characteristics of the goods vehicle fleet.

41. Table 1 shows the total number of goods vehicles in use during the third quarter of 1962, which is the time of year to which the figures derived from the annual census of road vehicles relate, while in Table 2 the numbers of goods vehicles subject to carriers' licensing are analysed by type of licence under which they are operated. A full description of each type of licence and an account of the method of compiling the statistics of vehicles on carriers' licences is included in the Notes and Definitions, page 19. As explained previously in paragraph 19, only vehicles subject to carriers' licensing were covered by the 1962 survey of goods transport; the tables which follow Table 2 therefore relate only to these vehicles.

42. The estimated number of vehicles operated on diesel fuel compared with petrol and other fuels is given in Table 3. The category "other" includes electric propulsion and is important only amongst 'C' vehicles of unladen weight not over 2 tons. Nearly 90 per cent of the goods vehicles over 3 tons

unladen weight are diesel fuelled. Only in the smaller weight groups of not over 2½ tons do the numbers of petrol fuelled vehicles exceed diesel vehicles and, since 1958, as the following summary shows, there has been a marked trend towards the use of diesel fuel among all but the lightest vehicle category.

Proportion of vehicles in sample using diesel fuel,
1962 compared with 1958

Table (viii) Percentages

Unladen weight		A		Contract A		B		C	
		1962	1958	1962	1958	1962	1958	1962	1958
Over	Not over								
	1 ton	3	..	-	..	1	..	1	1
1 ton	2 tons	23	4	40	..	15	5	12	3
2 tons	2½ "	24	9	43	13	19	5	31	11
2½ "	3 "	50	40	61	41	45	25	54	34
3 "	5 "	90	75	95	79	90	61	85	66
5 "		99	96	99	98	98	..	97	90

43. An analysis of goods vehicles according to their carrying capacity is given by Table 4, and Table 5 provides a breakdown of the vehicle fleet according to both carrying capacity and unladen weight. As the latter table shows, except amongst the lightest vehicles the unladen weight of a vehicle provides only a broad guide as to its carrying capacity.

44. Numbers of vehicles analysed according to their body type are presented in Table 6, and a further breakdown by type of body and carrying capacity is given by Table 7. Generally speaking, for both public haulage and heavy 'C' licence work, platform or sided, general purpose vehicles, are most commonly used, but tippers are numerous in Contract 'A' work while in 'B' licence work they exceed the number of platform vehicles. Box bodied vehicles predominate amongst 'C' vehicles of carrying capacity not over 2 tons, and there are sizeable numbers of these vehicles employed on heavier 'C' work and in public haulage. In so far as tippers and box bodied vehicles are capable of general transport work, the number of vehicles which, by virtue of their body types are capable of carrying certain commodities only, e.g. tankers and refrigerated vans, is relatively small amongst public haulage vehicles and even in transport on own account they account for only about a sixth of the larger vehicles of carrying capacity over 3 tons.

45. The age composition of the vehicle fleet is analysed in Table 8. The most interesting feature of this table is the high proportion of the vehicles which are not more than 3 years old; more than half of both the light vehicles of unladen weight not exceeding 2 tons and the heavy vehicles of over 3 tons unladen weight were first registered on or after 1st January, 1959. Only amongst the medium weight vehicles of between 2 and 3 tons, which have been declining in numbers in recent years, are older vehicles more common. Moreover, as Table 9 shows, the predominance of the newer vehicles is a feature common to both public haulage and 'C' transport fleets.

'C' licence vehicles

46. A detailed analysis of 'C' licensed vehicles by type of work on which they were engaged during the survey weeks in 1962 is given by Table 11, and Table 12 shows the industries served by 'C' vehicles. The importance of the distributive trades as the main generator of 'C' licence work, which has already been referred to, is clearly indicated by both these tables. Table 12 shows that in 1962 44 per cent of the 'C' vehicles were operated by traders whose business was wholesale or retail distribution or general dealing, while from Table 11 it is seen that the proportion of 'C' licence vehicles which were engaged on wholesale or retail delivery during the survey weeks was more than 50 per cent.

47. The food, drink and tobacco manufacturing industries, whose products form a high percentage of the turnover of the distributive trades, together operate some 8 per cent of all vehicles on 'C' licences, and the proportion of 'C' vehicles of over 3 tons unladen weight operated by them is about 13 per cent.

48. Another industry which operates large numbers of 'C' vehicles is building and construction; it is estimated that 16 per cent of the 'C' vehicles were operated by this industry and during the survey weeks 11 per cent of all 'C' vehicles (18 per cent of the larger ones) were carrying materials to or from building sites. Moreover, the industrial group which includes bricks, cement, etc. manufacture, that is products used mainly by the construction industry, also operates a fairly large proportion, 7 per cent, of the heavy vehicles on 'C' licences.

49. It should be noted that in addition to the 'C' vehicles operated by the agriculture, forestry and fishing industries, there are, of course, the 58,000 or so vehicles operated on farmers' goods vehicle licences. These vehicles, as explained in paragraph 19, were not included in the survey.

50. Information concerning the type of work done and type of industry served by 'C' vehicles is combined in Table 13 to show the type of work on which vehicles are engaged in each main group of industries. As might be expected, in the distributive trades the vehicles are mainly used for the purpose of distributing goods to retailers and consumers, while in the construction industry most vehicles are used to carry materials to and from building sites or for maintenance and repair work. In manufacturing, the greatest number of vehicles are engaged on distribution work, probably carrying finished goods from factory to wholesaler, but also quite a large number are used to serve factories with raw materials and semi-finished goods. The road vehicles operated by the mining and quarrying industry serve factories, coal merchants and building sites, probably carrying fuel to factories and coal merchants and sand, gravel, etc. to building and construction sites. The use of vehicles to carry export goods to the docks is fairly common only in manufacturing industry.

Articulated vehicles

51. It is estimated that the total number of articulated vehicles is about 55,000 (see Table 14). A third of all vehicles of unladen weight exceeding 5 tons are articulated and about a tenth of the vehicles of unladen weight between 3 and 5 tons. The proportion of vehicles of over 5 tons unladen weight which are articulated does not vary greatly between the licence classes. Articulation is not common among the lighter vehicles except in the 'A' licence category; this group includes British Railways' collection and delivery vehicles, a high proportion of which are articulated.

52. An analysis of articulated vehicles by body type is provided in Table 16 and Table 17 shows the distribution of 'C' licence articulated vehicles according to the industries served. The figures in both these tables should be treated with caution since an analysis by type of body of semi-trailer cannot be entirely reliable because interchangeability of trailers, perhaps with different types of body, is possible with articulation, while in Table 17 the figures are subject to rather large sampling errors.

53. However, two interesting features emerge from these tables. First, as Table 16 shows, nearly two thirds of articulated vehicles have platform or sided, general purpose, semi-trailers. Secondly, the analysis of 'C' licensed articulateds by industry served (Table 17) shows that in two industries in particular, that is, vehicle manufacturing and paper printing and publishing, a high proportion of the heavier vehicles used in the industry are articulated.

Operational statistics, 1962

54. Detailed figures showing the transport operations of road goods vehicles during 1962 are given in Tables 18 to 20 in the second section of the report. It is estimated that road goods vehicles ran a total of over 14 thousand million miles during 1962, carried 1¼ thousand million tons of commodities and performed nearly 34 thousand million ton miles in transport operations. It should be noted that the mileage figure does not include mileage performed on journeys undertaken for purposes other than the carriage of goods since these journeys have been excluded from the survey results. Such mileage is, however, likely to be important only amongst small 'C' vehicles, which are sometimes used as private vehicles as well as for goods transport.

55. Of the tonnage transported by road during the survey week, nearly 60 per cent was carried by 'C' licence vehicles, and these vehicles accounted for 49 per cent of total ton mileage. Vehicles on 'A' licences carried 17 per cent of the tonnage and performed 31 per cent of the ton mileage, and 'B' licence vehicles carried about the same amount of goods as 'A' vehicles, but their share of the total

ton mileage was only 10 per cent. The Contract 'A' licence class has the fewest numbers of vehicles and its share of total tonnage is consequently relatively small, but its contribution to total ton mileage during the survey week was as large as that of the 'B' vehicles.

56. A very large proportion of the tonnage and ton mileage performed by road transport is handled by vehicles of over 3 tons unladen weight and in all licence categories these heavy vehicles are employed to a large extent on end-to-end work; only amongst 'C' vehicles of unladen weight from 3 to 5 tons does the proportion of end-to-end in total work, measured in ton mileage, drop much below 80 per cent. Thus it is perhaps not surprising that over 60 per cent of the ton miles worked and tonnage moved by road transport is done on end-to-end journeys. The amount of work done on intermediate journeys exceeds that performed on end-to-end journeys only amongst 'A' and 'A' Contract vehicles of not over 2½ tons unladen weight and among 'B' and 'C' licensed vehicles of not over 3 tons unladen weight.

57. The average annual mileage, tonnage and ton mileage performed by vehicles of various unladen weight and licence classes which were employed on goods transport during 1962 are shown by Table 28. These averages have been obtained by dividing the total amount of transport work done in 1962, given in Tables 18, 19 and 20, by the numbers of vehicles actually engaged in goods transport; vehicles subject to carriers' licensing but used on site work or for purposes other than the transport of goods, since their work was not included in the survey results, have been excluded.

58. The average mileage figures shown by the table include only those mileages which were incurred for the carriage of goods, that is, either when the vehicle was running under load or when it was running empty to pick up or after delivering goods. All classes of vehicle may run additional mileages for purposes not associated with goods transport, but as explained in para. 54, these additional mileages are likely to be important only amongst the light 'C' vehicles of unladen weight not exceeding 1 ton, where they amount to about a quarter of the total mileage run for goods transport purposes.

59. As Table 28 shows, the most mileage and ton mileage is done by a vehicle on an 'A' or Contract 'A' licence, 'B' licensed vehicles come next and the 'C' vehicle performs the least. The average tonnage moved per vehicle tends to be greatest in the 'B' licence class however, Contract 'A' vehicles come next and, in terms of tonnage, the heavier 'C' vehicle seems to do about the same amount of work as an 'A' vehicle of similar unladen weight.

60. The different patterns which are presented by these various methods of gauging transport activity are probably a reflection of the differences which occur in the type of work performed by vehicles in each licence class. For example, it has been shown in an earlier part of this report that long distance hauls are a far more important feature of 'A' licence work than of any other licence class; hence the high average mileage and ton mileage of 'A' licence vehicles. Again, the analysis of vehicles by body types shows that the 'B' licence class contains a much higher proportion of tippers than the other licence classes and this suggests heavy loads, probably over predominantly short distances and mainly for the construction industry; hence the high average tonnage carried by 'B' vehicles. As a final example take the heavy 'C' vehicles, although they carry on average a tonnage which is comparable with that of an 'A' vehicle they perform low mileages and ton mileage; this can probably be attributed to the importance of the distributive trades, where the intermediate type of journey is predominant, in 'C' licence work.

61. Another interesting feature of Table 28 is that in all licence classes the average mileage, tonnage and ton mileage increases with unladen weight of vehicle and the heaviest vehicle of over 5 tons unladen weight performs six to seven times the transport work, measured in ton miles, of a medium weight vehicle of 2½ to 3 tons unladen.

62. In addition to knowing the average amount of work done by vehicles actually engaged in goods transport, it is also useful to have the average figures for all vehicles on carriers' licences in 1962, that is, including those vehicles not used for carriage of goods or working on sites off the public highway. These figures are shown in Table (ix) below. Combined with statistics of the numbers of goods vehicles on carriers' licences, they provide one method of estimating the total transport performed by road goods vehicles in years following the survey year 1962. Their use for this purpose, however, depends on the assumption that there is no tendency for the average amount of work performed to change over time. This assumption can be checked by a comparison of the averages obtained in the 1958 survey with those obtained for 1962. The comparison shows that after allowing for possible sampling errors, and for certain small definitional differences between the 1962 and 1958 survey (which mainly affect the figures for 'C' vehicles of not over 2 tons unladen weight) it appears that except for those vehicles in the unladen weight categories 2½ to 3 tons and over 5 tons, the average amount of work done by vehicles of similar weight and licence class was roughly the same in 1962 as in 1958.

63. The average amount of work done by vehicles of over 2½ but not over 3 tons unladen weight showed a distinct reduction compared with 1958 in all licence classes except 'C' licences. This is believed to be the result of a gradual movement out of this weight group and into the next highest weight category of a number of vehicles which until mid-1957 had been kept just below the 3 tons unladen weight limit in order to take advantage of the permitted higher maximum speed for vehicles of under 3 tons. The operations of the larger vehicles in this weight group were of a type similar to the 3 to 5 ton vehicle and after the speed limit for vehicles exceeding 3 tons unladen weight had been raised in 1957, these vehicles were increased in size or gradually replaced by larger vehicles so that a distinct change occurred in the type of work performed by the average vehicle left in the 2½ to 3 tons weight range. This change was probably complete by 1962.

64. The increase since 1958 in the average mileage, tonnage and ton mileage performed by vehicles of over 5 tons unladen weight can probably be attributed to an increase in the average size of vehicle in this category. As this trend is likely to continue, it presents a factor which must be taken into consideration when using the averages obtained in the 1962 survey to estimate the total work done in future years by these heavy vehicles.

Average annual mileage, tonnage and ton mileage performed
for purpose of goods transport during 1962:
estimates for all vehicles on carriers' licences*

Table (ix) Numbers

Licence category	Unladen weight		Averages		
	Over	Not over	Miles	Tons	Ton miles
A		1 ton	11,500	330	3,400
	1 ton	2 tons	11,000	910	8,100
	2 tons	2½ "	9,500	1,230	16,300
	2½ "	3 "	13,500	1,510	36,500
	3 "	5 "	25,600	2,600	122,600
	5 "		33,600	3,570	288,400
Contract A		1 ton	14,200	210	4,400
	1 ton	2 tons	15,700	530	11,300
	2 tons	2½ "	12,800	1,270	20,300
	2½ "	3 "	15,200	1,860	40,200
	3 "	5 "	25,100	3,340	103,300
	5 "		34,500	4,580	241,500
B		1 ton	6,900	130	1,700
	1 ton	2 tons	8,100	330	4,100
	2 tons	2½ "	8,200	1,470	12,800
	2½ "	3 "	10,600	2,020	25,500
	3 "	5 "	18,100	4,150	67,000
	5 "		27,100	5,130	160,000
C		1 ton	5,800	76	1,250
	1 ton	2 tons	7,400	200	3,400
	2 tons	2½ "	8,700	730	10,900
	2½ "	3 "	11,000	1,070	20,900
	3 "	5 "	15,800	2,360	48,900
	5 "		20,500	3,600	119,500

* Obtained by dividing the estimates of work done (Tables 16 to 20) by the numbers of vehicles on carriers' licences in 1962 (Table 3). Strictly speaking, the divisor should have been the numbers of vehicles on carriers licence during an average of the four survey weeks, but since these figures approximated closely to the vehicle population during the September quarter, for the purpose of comparison with future years the September quarter figures were used.

Empty running

65. Empty mileage formed a quarter of the total mileage run during 1962, but the extent of empty running varied by licence class of vehicle, and also according to the type of work on which the vehicle was engaged, whether on end-to-end work or on intermediate work. Variation between vehicles of different unladen weight occurred only to a limited extent.

66. On end-to-end work, the proportion of empty mileage was between 27 and 45 per cent of total mileage, depending on the type of licence on which the vehicle was operated. There was little variation between light and heavy vehicles, except amongst 'A' licence vehicles over 2½ tons unladen weight where there was a steady fall in the proportion of empty running with increasing size of vehicle. On intermediate work, empty mileage was between 15 and 21 per cent of total mileage and, rather surprisingly, the heaviest vehicles of over 5 tons unladen weight tended to do the highest proportion of empty running when employed on this type of journey.

67. On both end-to-end and intermediate work, the vehicles with the greatest proportion of empty mileage were those engaged on the type of transport operation associated with the 'B' licence and those on Contract 'A' work. The smallest proportion of empty running was done by vehicles employed on 'A' licence work. Vehicles on 'C' licence did about the same proportion of empty running when employed on intermediate journeys as 'A' licence vehicles used on this type of work, but on end-to-end runs the 'C' vehicle had a greater proportion of empty mileage than the 'A' vehicle.

68. Comparison of the results of the 1962 survey with those obtained in the 1958 survey shows that the proportion of empty mileage run by vehicles of similar unladen weight and licence class was slightly less in 1962 than in 1958 except in the case of vehicles over 5 tons unladen weight where there was a small increase in the proportion of empty running for vehicles in all licence classes.

Proportion of empty mileage in total mileage run: analysis by licence class and unladen weight category

Table (x)

Percentages

Licence category	Unladen weight		Proportion of empty mileage		
	Over	Not over	On end-to-end journeys	On intermediate journeys	All journeys
A		1 ton	33	20	22
	1 ton	2 tons	40	18	22
	2 tons	2½ "	42	14	20
	2½ "	3 "	32	14	22
	3 "	5 "	28	15	25
	5 "		23	17	23
	Total 'A'		27	15	24
Contract A		1 ton	33	13	14
	1 ton	2 tons	32	17	20
	2 tons	2½ "	37	19	23
	2½ "	3 "	40	21	30
	3 "	5 "	42	21	37
	5 "		41	28	40
	Total Contract 'A'		41	21	37
B		1 ton	44	18	24
	1 ton	2 tons	41	18	23
	2 tons	2½ "	45	22	30
	2½ "	3 "	44	19	31
	3 "	5 "	45	21	40
	5 "		43	29	42
	Total 'B'		45	20	37
C		1 ton	*	21	21
	1 ton	2 tons	36	12	18
	2 tons	2½ "	36	15	21
	2½ "	3 "	37	16	21
	3 "	5 "	39	16	30
	5 "		37	29	36
	Total 'C'		38	17	23
All vehicles			36	17	25

* All journeys by 'C' vehicles not exceeding 1 ton unladen weight were classed as intermediate.

Analysis of work by length of haul

69. In Tables 21 to 26 the work done by road goods transport is analysed to show the amount performed on journeys of various lengths. In the case of end-to-end work, only the loaded journeys are included and since, by definition, the same load is carried throughout on end-to-end journeys, the analysis provides figures by length of haul of each load. For intermediate journeys, the analysis given is not by length of haul of each load, since this type of journey is one on which the load is continually changing; the figures therefore relate to journeys analysed by their length. The vehicle may be loaded for the whole journey or for only part of it and different consignments (or size of consignment) will be carried on different parts of the route.

70. On end-to-end journeys, the share of long distance hauls of 100 miles or more in total transport work varies according to the measure used to gauge transport activity. In terms of numbers of loads carried, and even in terms of tonnage of goods carried, the proportion moved on long hauls is relatively small, except perhaps amongst 'A' licence vehicles, where it reaches just over a fifth of the total tonnage moved. In terms of ton mileages, however, long hauls account for a large share since this measure is a product of the tonnage and the distance over which the load is carried.

71. It is estimated that 176 million loads were carried on end-to-end journeys during 1962. Of these, 80 per cent were hauled a distance of under 25 miles, about 10 per cent involved a haul of 25 to 50 miles, some 6 per cent were carried a distance of between 50 and 100 miles and less than 4 per cent of the total involved a haul of 100 miles or more. Amongst 'B' and 'C' licence vehicles, long distance hauls were about 2 per cent of all loaded journeys and only amongst 'A' licence vehicles, where they formed 15 per cent of all journeys, were long hauls relatively common.

72. Nearly 850 million tons of commodities were moved on end-to-end journeys during 1962 and it is estimated that only 63 million tons, or 7 per cent of the total tonnage, were carried on hauls of 100 miles or more. Over half of the total tonnage moved on long hauls was done by vehicles operated on 'A' licences, and long distance transport accounted for 22 per cent of the total tonnage carried by 'A' licence vehicles. Amongst vehicles operated on other types of licence, the tonnage carried for long distances was relatively unimportant; the proportion of the total tonnage carried on journeys of 100 miles or more was 10 per cent of 'A' Contract work, and only 2 to 4 per cent of 'B' and 'C' licence work.

73. In terms of ton mileages, since a ton mileage figure is a function not only of the size of the load, but also of the distance over which it is transported, the amount of work done on the longer hauls becomes a much larger part of the total ton mileage performed. Thus, during 1962, of the total ton miles performed on end-to-end journeys over 40 per cent was performed on long distance hauls; a further 20 per cent was done on medium length hauls, so that hauls of 50 miles and over, although they formed only 10 per cent of total number of loads and 16 per cent of the total tonnage, accounted for more than 60 per cent of the ton mileage.

74. In the case of 'A' licence work, nearly two-thirds of the total ton mileage performed on end-to-end journeys was done on hauls of 100 miles or more and in Contract 'A' work long hauls accounted for 45 per cent of the total, but amongst 'B' and 'C' licence vehicles the share of long distance work was relatively small even in terms of ton mileage, being only 18 per cent in the case of 'B' licence vehicles and 27 per cent for 'C' licence vehicles. A very large proportion of the long and medium distance runs in each licence class were made by the heavy vehicles exceeding 3 tons unladen weight, so that hauls of 100 miles or more were a much more important feature of the heavy vehicles' work than the lighter ones.

75. On intermediate journeys the total tonnages carried and the total ton mileage performed were less than half of those performed on end-to-end work and the analyses of journeys and tonnages by length of journey given in Tables 22 and 24 show that long distance work was as small a proportion of the total on intermediate work as on end-to-end journeys. Moreover, since only a part of the total load is carried for the whole journey on intermediate work the actual loads hauled for long distances are even smaller than are indicated by the analyses of journey length. Allowance was made for this fact in arriving at the estimates for the total tonnages hauled on both end-to-end and intermediate journeys according to length of haul, which are quoted in paragraph 22 above.

'B' licence work

76. In Table 10, an analysis of 'B' licensed vehicles between those engaged mainly on transport for hire and those employed for transport on own account during the survey weeks in 1962, is presented.

From this table it is seen that except amongst the lighter vehicles of not over 2½ tons unladen weight, the bulk of the 'B' vehicles are used mainly on transport for hire.

77. Further analyses of the tonnage carried and ton mileage performed by 'B' vehicles during 1962 are given in Tables 29 and 29a. As Table 29a shows, whether the transport operations are measured in tons or ton mileage, over 70 per cent of the work of the 2½ to 3 ton vehicle and over 80 per cent of the work of the larger vehicle of over 3 tons unladen weight was for hire. Taking the 'B' licence class as a whole, about 80 per cent of the work performed during 1962 was for hire.

Seasonal patterns in road transport

78. One of the aims of the 1962 survey was to provide information about the seasonal patterns in road transport. For this purpose, the survey weeks were spread over the whole year and from the results obtained it is possible therefore to compare the amount of transport work done in each quarter of 1962 by vehicles in each licence class.

79. The comparison is made in Table (xi), which shows that the level of activity in road transport is remarkably constant during all four seasons; the difference in ton mileage performed during Winter and Summer, periods of least activity, and the work done in Spring and Autumn, periods when activity is highest, is of the order of 4 to 6 per cent only.

80. Seasonal differences are more pronounced amongst the various licence classes however, and the time of highest activity also varies according to class of licence on which the vehicle is operated. 'A', Contract 'A' and 'B' licence work reaches its peak in the Autumn, when industrial activity is at its highest, but in 'C' licence work activity tends to be higher in the Spring than in the Autumn. This may be because the Spring is a time of high activity in both the distributive trades and the building and construction industry. On the other hand, the survey week in October was probably not entirely representative of the level of activity in 'C' licence work in the fourth quarter of the year, and if a week in November or early December had been selected (months when the index of retailing and catering sales is at its highest), the proportion of 'C' licence work performed in the Autumn would possibly have been higher than is indicated by Table (xi).

81. In 'A' licence work, activity is almost as high in the Winter as in the Autumn, but in both 'B' and 'C' licence work, Winter is the season of least activity. There appears to be as much activity in Contract 'A' work in the Winter months as in the Autumn, but the sampling errors in the estimates of ton miles performed by vehicles on Contract 'A' licence are larger than those for the other licence categories and it is probable that proportion of Contract 'A' work done in the Winter is overstated by the comparison given in the table below.

Proportion of the total annual ton mileage which was performed in each quarter of 1962

Table (xi) **Percentages**

Period*	Licence category				All licences
	A	Contract A	B	C	
January-March (Winter)	25.4	26.0	23.1	24.1	24.6
April-June (Spring)	24.1	24.6	25.6	26.8	25.6
July-September (Summer)	24.2	23.1	24.6	24.3	24.2
October-December (Autumn)	26.3	26.3	26.7	24.8	25.6
Total	100.0	100.0	100.0	100.0	100.0

* Survey weeks were in January, April, July and October respectively.

Use of trailers (other than semi-trailers)

82. Table 32 shows the estimated number of loaded journeys in 1962 on which trailers were used by vehicles in each licence class. Journeys on which trailers were used formed a quite negligible proportion of all the journeys undertaken in 1962; only in the case of 'A' licence vehicles did the number of journeys with trailer amount to one half of one per cent of all the journeys made.

Idle vehicles

83. It is estimated that during an average week in 1962 about one in every nine goods vehicles was idle; this includes not working because of repairs, holidays, sickness of driver as well as idleness because of lack of work. The proportion of idle vehicles was roughly the same in the Contract 'A', 'B' and 'C' licence classes, but it was slightly lower amongst 'A' licence vehicles. Reasons for idleness differed, however. Lack of work was a more important cause of idlenese amongst 'C' vehicles than amongst public haulage vehicles and the proportion of 'C' vehicles not running for this reason was about 5 per cent. This compares with 1 to 2 per cent in the case of 'A' vehicles, 3 per cent in Contract 'A' work and 3 to 4 per cent for 'B' vehicles.

84. The number of vehicles idle also varied according to the Season (see Table 34). The proportion of 'A' vehicles idle was fairly constant throughout the year, but in Contract 'A' and 'C' work there was a sharp rise in the number of vehicles laid off during Winter months. This is probably because of the importance of building and construction, which experiences a decline in activity in Winter, in both Contract 'A' and 'C' licence work.

85. In the case of 'C' licence vehicles, taking the year as a whole, the industries with the biggest proportion of idle vehicles were agriculture, forestry and fishing, and the leather, leather goods and fur industry. In agriculture, nearly a third of the vehicles operated by the industry were idle during an average of the survey weeks in 1962. In the leather industry the proportion of vehicles idle was even higher, but the numbers of vehicles in this industry are small and the sampling error is probably large. In most other industries, the proportion of vehicles idle varied between about 10 and 20 per cent.

86. Table 33 which gives the detailed figures for idle vehicles, also shows the numbers of those vehicles which were employed wholly on site work (work off the public highway) and those employed for purposes other than the transport of goods during the survey weeks in 1962. The latter include mobile showrooms and libraries, mobile cranes and similar equipment fixed to a vehicle, and vehicles licensed as goods vehicles but used during the survey week solely for carrying personnel. The work done by such vehicles and by those engaged on sites has been excluded from the survey results.

87. An industrial analysis of the 'C' vehicles which were not used to carry goods on the public highway during the survey weeks is given in Table 36. As would be expected, a large proportion, about a third, of the vehicles were operated by the building and construction industry, which uses a number of its 'C' vehicles on site work. Also, such industries as gas, electricity and water, transport and communications, and public administration and defence employ a large percentage of their 'C' vehicles for purposes other than the carriage of goods. For example, the gas and electricity industries have mobile display units, transport concerns operate mobile cranes, and local authorities use vehicles on 'C' licence to carry personnel and tools to road repair sites, etc.

Notes and Definitions

SCOPE OF THE 1962 INQUIRY

1. The inquiry, which took the form of a sample survey, covered all vehicles operated under carriers' licences in Great Britain during the survey period. British Road Services' and British Railways' road vehicles are operated under carriers' licences and are therefore included. The survey thus covered all vehicles which are usually regarded as goods vehicles, except farmers' vehicles and government owned vans and lorries, which do not require carriers' licences. Since both the farmers' and government owned vehicles are relatively few in number and predominantly small in size, the effect of their omission on the estimates of work done by road goods transport is very small.

PERIOD COVERED

2. The survey covered four separate weeks in the period April, 1962 to January, 1963. The weeks were: 2nd to 8th April, 1962; 2nd to 8th July, 1962; 1st to 7th October, 1962; and 7th to 13th January, 1963.

3. The results obtained for the survey weeks were expanded to provide estimates of work done during 1962. The expansion occurred in two stages. The first stage entailed grossing up the estimate of work done in a survey week into an estimate for the whole month in which the week occurred. The expansion factor used for this purpose was obtained by dividing the total number of weekdays, Saturdays and Sundays (respectively) in the month by the number included in the survey period and compiling a single, weighted, average of the products; the weights used were the estimated proportions of work done on weekdays, Saturday and Sunday. When counting to determine the number of weekdays in a month, public holidays which fell on weekdays were excluded and were counted as Sundays.

4. The second stage was the expansion of the estimate of work done in the month into an estimate for the whole quarter, and since information is available from the traffic counts showing the monthly variation in goods vehicle mileage during 1962, the appropriate grossing up factor could be derived from this source.

5. The sum of the estimates thus obtained for the four quarters yielded an estimate of work done by road transport in the period 1st April, 1962 to 31st March, 1963. To provide an estimate for the calendar year 1962, the estimate obtained for the first quarter 1963 was adjusted to a first quarter 1962 basis according to the change in goods vehicle mileage between the two periods revealed by the traffic counts.

METHOD OF CONDUCTING THE SURVEY

6. The inquiry was taken under the Statistics of Trade Act, 1947. A separate sample of vehicles was selected for each survey week, and questionnaires were sent by post to the operators of the vehicles selected. The operators were required to make their return by a specified date shortly after the survey week.

7. The questionnaire asked for details of the vehicle and of the work it performed during the survey week. Three versions of the form were used; one version for public haulage vehicles, and two versions for the 'C' licensed vehicles. One of the 'C' licence forms was for vehicles of an unladen weight of over 1 ton, the other a simplified version for the smaller vehicles of 1 ton or less. The forms sent to operators of 'C' licence vehicles differed from the one sent to public haulage operators in that information was sought from the 'C' licence holder about the nature of his business and the nature of the work performed by the vehicles.

8. The completed forms were subjected to scrutiny and consistency checks before being accepted for processing and inclusion in the results of the inquiry; doubtful entries were queried with the operator.

DEFINITIONS

Carriers' licences

9. Carriers' licences are of four types:-

'A' licence vehicles may be used for the carriage of goods for hire or reward, and for carriage in connection with the operator's business as a carrier of goods, but, in general, for no other purpose connected with the carriage of goods.

'Contract A' licence vehicles may be used only under a contract, extending over a continuous period of not less than one year, made by the holder with some person other than a carrier, for the exclusive carriage of that person's goods. The goods must however be connected with the person's trade or business.

'B' licence vehicles may be used for the carriage of goods either in connection with the trade of business of the licensee, or (subject to any special conditions attached to the licence) for hire or reward.

'C' licence vehicles may be used only for the carriage of goods in connection with the trade or business of the licensee.

In addition to the vehicles on 'C' licence there are a small number of vehicles on 'C' hiring allowances. These allowances authorise operators to hire and operate unspecified vehicles (i.e. vehicles not specified on another carrier's licence) for the carriage of their own goods.

The terms "public haulage", or "transport for hire or reward" are generally used to denote transport operations of 'A' and Contract 'A' vehicles, while the 'C' licence category is often called "transport on own account"; the 'B' licence vehicles fall between the two categories, but the major part of their work is for hire (see Table 29).

Numbers of vehicles on carriers' licences

10. The number of vehicles operated on carriers' licences are derived from carriers' licence records. These records have recently been overhauled and revised estimates of vehicles on 'A' and 'B' licences and vehicles of over 3 tons unladen weight on 'C' licences are available from the new index. 'C' licence vehicles of unladen weight not over 3 tons are not included in the new index and the figures for these vehicles are therefore estimated as the difference between the figures for 'A' and 'B' licence vehicles of unladen weight not over 3 tons and the total number of general goods vehicles and haulage tractors in this weight category on current excise licences as shown by the excise licensing statistics. The coverage of excise licensing and carriers' licensing is not precisely the same and this method of estimating slightly overstates the numbers of light 'C' vehicles. But as these vehicles, although numerous, account for less than 20 per cent of the total ton mileage performed by road transport, the overstatement in the estimates of work done by road goods transport arising from this cause is negligible.

11. Vehicles on 'C' hiring allowances are also excluded from the new index. In so far as these are light vehicles, the method of estimating the number of light 'C' vehicles (see para. 10 above) ensure that they have been included in the statistics of vehicles on carriers' licences. Where they are heavy vehicles, however, an estimate of their numbers has been derived and this has been added to the figures of heavy 'C' vehicles shown by the 'C' licence index.

Articulated vehicle

12. An articulated vehicle is defined as a motor vehicle with a trailer so attached to the drawing unit that part of the trailer is superimposed upon the drawing unit. Both drawing unit and trailer are included when classifying the unladen weight of the vehicle.

Journeys

13. Operators were asked to give details of journeys undertaken during the survey week. Journeys for purposes other than the carriage of goods are excluded from the results and transport work performed off the public highway, e.g. on site work, is also excluded. Journeys were divided into two categories, end-to-end journeys and intermediate journeys.

14. An end-to-end journey is defined as a straight run with no collecting or delivery point along the route. Each trip which involved carrying a load from a single pick-up point to a single destination where the whole load was dropped was counted as a single loaded journey. Journeys which consisted mainly of a long distance haul, but involved several stops for picking-up at beginning of trip or for unloading at end of trip, were also classed as single end-to-end loaded runs. Each empty run from base to pick-up point, or from one dropping-off point to another collecting point, and each empty run from dropping-off point back to base, was counted as a single empty journey. Journeys involving the carriage of empty containers or packaging were regarded as loaded journeys.

15. Intermediate journeys are defined as those journeys which involve setting down or picking up goods at several points during the journey. Since almost all journeys of this type are circular journeys, or journeys, of a mainly circular nature, the whole run from base to base, was counted as one journey. By definition, no intermediate journey is an empty journey throughout, but empty running may occur on parts of the journey. Operators were therefore required to divide the mileage of each intermediate journey between that part of the journey over which the vehicle ran loaded, or partly loaded and that part over which the vehicle ran empty.

16. For simplicity all journeys undertaken by 'C' licensed vehicles of unladen weight not over 1 ton were classed as intermediate journeys.

Tons carried

17. Operators were asked to state the weight of the load carried, or to estimate the weight if it was not accurately known. Tonnage figures must therefore be regarded as estimates.

Ton mileage

18. In the case of the end-to-end journeys, ton mileage is simply the weight of the load multiplied by the distance over which it was carried. For journeys of the intermediate type, involving dropping-off and picking-up parts of the load along the route, the ton mileage has been estimated by multiplying two-thirds the total tonnage carried during the journey by the mileage of that part of the journey over which the vehicle ran loaded.

Rounding of figures

19. All figures in the tables have been rounded to the nearest hundred, thousand, etc., as the case may be. There may therefore be an apparent discrepancy between the sums of individual figures and the totals shown.

Sampling error

20. It is inevitable that estimates based on a sample survey are not absolutely accurate but are subject to a sampling error. It is, however, possible to estimate the probability that the sample estimate differs from the true figure by less than a certain margin. This margin is called the "standard error". The probability is about two to one that the true figure differs from the estimates by less than the standard error, and about twenty to one that it differs by less than twice the standard error.

21. The standard error in the estimate of ton mileage performed by road goods transport during the four survey weeks in 1962 is less than ± 1 per cent and the error in the estimate of tonnage carried is no more than ± 1 per cent. Fuller details of the random sampling errors obtained will be given in the methodological report on the survey.

22. When estimating the work performed during the whole of 1962, however, in addition to the error arising from sampling vehicles there is the error which arises from collecting data in respect of only a sample period (one week) each quarter. It is not possible to estimate this additional error, but since supplementary information was used to expand the survey week results to whole quarter's results (see paras. 3-5) it is probable that it is small.

REVISED ESTIMATES FOR 1958 INQUIRY

23. When comparing the results of the 1962 survey with those derived from the previous survey in 1958, it was found necessary to adjust the estimates of tons and ton miles obtained from the 1958 survey. These adjustments take account of the revision which has been made since 1958 in the statistics of numbers of goods vehicles. They also take into account revised estimates for some of the unsampled cells in the 1958 inquiry, these revisions being based partly on 1962 data. Finally, the method of estimating annual figures from the results of one or more survey weeks which was used in the 1962 survey has also been applied with certain modifications to the results of the survey week in 1958; this has yielded slightly higher annual estimates than those obtained by the method described in the report on the 1958 survey.

24. The effect of these adjustments on the estimates of total tonnage moved and total ton miles performed by road goods transport during 1958 is small; the estimate of total tonnage is increased by

6 per cent and ton mileage by 9 per cent. The effect on the estimates for some of the various licence and unladen weight classes is, however, more pronounced; the two most noticeable revisions are a reduction of 8 per cent in 'A' contract work and an increase of 13 per cent in the estimate of ton mileage performed by 'C' licence vehicles.

25. The main reason for the reduction in the estimate for the 'A' contract vehicles is the revised estimate of the numbers of these vehicles which had previously been seriously overstated by the unrevised goods vehicle index. The increase in the ton mileage figure for the 'C' vehicles arises partly from a revision of the estimates of the numbers of these vehicles, and partly because better estimates of the means for the unsampled 'C' licence cells were obtained from the results of the 1962 survey.

TABLES

SECTION I. CHARACTERISTICS OF THE GOODS VEHICLE FLEET

Numbers of goods vehicles, 1952 - 1962

Table 1

Thousands

Unladen weight		1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962
Over	**Not over**											
	1 ton	321	345	369	412	456	483	507	527	544	550	553
1 ton	2 tons	192	196	198	208	215	228	247	269	299	331	342
Total not over 2 tons		513	542	568	821	673	711	754	796	844	861	894
2 tons	3 tons	315	315	317	324	322	309	293	279	266	248	230
3 tons	5 tons	72	75	82	93	103	114	135	157	186	212	226
5 tons	8 tons	18	20	23	26	28	30	33	37	41	47	53
8 tons		3	4	4	5	6	7	8	9	11	13	15
Total general goods vehicles and haulage tractors		923	956	992	1,069	1,133	1,172	1,222	1,279	1,348	1,401	1,419
Agricultural vans and lorries*		45	44	45	45	48	49	52	53	55	58	58
Government owned vehicles*		39	42	40	41	45	45	44	45	45	48	47
Total goods vehicles		1,007	1,042	1,078	1,156	1,223	1,286	1,319	1,376	1,448	1,505	1,524

*Predominantly light vehicles of unladen weight not exceeding 2 tons. Most of the Government owned vehicles are Post Office vehicles.

Source: Annual census of road motor vehicles. Figures are for vehicles with excise licences current at any time during the quarter ended 30th September.

Goods vehicles by type of carriers' licence

Table 2

Thousands

Licence category	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962
A	93*	89	89	84	89	90	89	87	88	88	90
Contract A	10	10	10	14	17	19	20	22	26	27	29
B	59	59	59	60	62	63	65	66	68	70	74
Total A and B licences	161	158	158	159	168	172	174	175	182	185	192
C, not over 3 tons †	708	738	765	835	881	908	940	982	1,024	1,053	1,047
C, over 3 tons	54	60	69	75	84	92	108	122	142	163	179
Total C licences	762	798	834	910	965	1,000	1,048	1,104	1,166	1,216	1,226
Estimated total subject to carriers' licensing	923	956	992	1,069	1,133	1,172	1,222	1,279	1,348	1,401	1,419
Vehicles not on carriers' licences	84	88	86	88	91	94	96	98	100	104	105
Total goods vehicles	1,007	1,042	1,078	1,156	1,223	1,286	1,319	1,376	1,448	1,505	1,524

*Includes B.T.C. vehicles not subject to carriers' licences before 1953.

†Including vehicles on 'C' hiring allowances, see 'Notes and Definitions' for description of 'C' hiring allowance.

Source: Carriers' licensing statistics and excise licensing records. Figures are for quarter ended 30th September.

Numbers of goods vehicles on carriers' licence during quarter ended 30th September, 1962, analysed by type of fuel

Table 3

Numbers of vehicles

Licence category	Unladen weight		Diesel	Petrol & other	Total
	Over	Not over			
A		1 ton	-	500	500
	1 ton	2 tons	1,200	3,900	5,100
	2 tons	2½ tons	1,700	5,400	7,200
	2½ tons	3 tons	10,800	10,700	21,500
	3 tons	5 tons	35,500	4,100	39,600
	5 tons		15,700	200	15,900
		Total	64,800	24,900	89,700
Contract A		1 ton	-	400	400
	1 ton	2 tons	300	500	800
	2 tons	2½ tons	500	600	1,100
	2½ tons	3 tons	2,700	1,700	4,400
	3 tons	5 tons	14,700	700	15,400
	5 tons		6,800	-	6,800
		Total	24,900	4,000	28,900
B		1 ton	-	3,400	3,400
	1 ton	2 tons	900	4,900	5,800
	2 tons	2½ tons	1,500	6,200	7,700
	2½ tons	3 tons	8,500	10,800	19,300
	3 tons	5 tons	29,700	3,600	33,300
	5 tons		3,800	100	3,900
		Total	44,400	29,100	73,500
C		1 ton	4,500	543,900	548,400
	1 ton	2 tons	40,300	289,700	330,000
	2 tons	2½ tons	22,200	48,600	70,800
	2½ tons	3 tons	53,300	44,700	98,000
	3 tons	5 tons	117,700	20,500	138,200
	5 tons		39,800	1,200	41,000
		Total	277,800	948,600	1,226,400
Total, all licences			411,900	1,006,600	1,418,500

'-' indicates nil or less than 50.

Numbers of goods vehicles analysed by carrying capacity

Table 4

Numbers of vehicles

Carrying capacity		Licence category				Total
		A	Contract A	B	C	
Over	Not over					
	1 ton	2,300	700	7,000	785,400	795,500
1 ton	2 tons	5,300	900	3,300	127,400	136,900
2 tons	3 tons	14,800	1,300	6,900	72,300	95,300
3 tons	5 tons	12,700	4,600	20,800	106,000	144,100
5 tons	7 tons	16,500	6,600	19,900	65,600	108,600
7 tons	10 tons	23,100	8,600	12,400	46,600	90,700
10 tons	13 tons	5,700	2,300	1,500	9,600	19,100
13 tons	16 tons	8,100	3,400	1,500	12,100	25,100
16 tons		1,200	400	200	1,400	3,200
	Total	89,700	28,900	73,500	1,226,400	1,418,500

Goods vehicles analysed by carrying capacity and unladen weight

Table 5

Numbers of vehicles

Carrying capacity		Unladen weight									Total
		Over Not over 1 ton	1 ton 1½ tons	1½ tons 2 tons	2 tons 2½ tons	2½ tons 3 tons	3 tons 4 tons	4 tons 5 tons	5 tons 8 tons	8 tons	
Over	Not over										
	1 ton	540,600	232,500	17,600	2,400	1,200	400	200	500	100	795,500
1 ton	1½ tons	11,500	20,100	48,300	12,000	1,800	900	100	-	-	94,700
1½ tons	2 tons	500	2,900	10,200	19,800	7,300	1,100	300	100	-	42,200
2 tons	2½ tons	-	1,000	1,900	5,800	2,900	1,200	200	100	-	13,000
2½ tons	3 tons	-	2,000	2,800	30,200	38,300	8,200	600	200	-	82,300
3 tons	5 tons	-	400	700	14,800	68,200	51,300	6,500	2,100	100	144,100
5 tons	7 tons	-	400	800	1,300	19,500	63,900	17,100	5,400	200	108,600
7 tons	10 tons	-	-	100	500	3,700	36,100	32,800	16,600	900	90,700
10 tons	13 tons	-	-	-	-	200	1,300	2,700	12,500	2,300	19,100
13 tons	16 tons	-	-	-	-	100	200	1,400	13,100	10,300	25,100
16 tons		-	-	-	-	-	-	-	1,900	1,300	3,200
Total		552,700	259,300	82,400	86,800	143,200	164,500	61,900	52,500	15,200	1,418,500

Numbers of goods vehicles analysed by type of body

Table 6

Numbers of vehicles

Type of body	Licence category				Total
	A	Contract A	B	C	
Tipper (excl. tanker)	7,700	8,400	30,400	66,600	113,100
Platform or sided	52,600	12,500	23,100	230,800	319,000
Box body	20,000	4,300	10,600	698,600	733,500
Tanker (liquids)	1,200	1,800	900	17,300	21,200
Tanker or other bulk carrier (solids)	200	200	300	3,600	4,300
Insulated or refrigerated van	800	300	400	12,600	14,000
Livestock carrier	1,800	100	2,100	1,600	5,600
Other	5,300	1,300	5,700	195,300	207,700
Total	89,700	28,900	73,500	1,226,400	1,418,500

Goods vehicles analysed by type of body and carrying capacity

Table 7

Numbers of vehicles

Licence category	Carrying capacity		Type of body						Total
	Over	Not over	Tipper	Platform or sided	Box body	Tanker or other bulk carrier	Refrigerated van	Other (incl. livestock carrier)	
A, Contract A, and B		1 ton	-	600	6,600	-	100	2,800	10,100
	1 ton	2 tons	500	1,900	6,100	-	100	900	9,500
	2 tons	3 tons	2,100	10,700	7,900	100	200	2,000	22,900
	3 tons	5 tons	9,900	14,000	9,500	300	400	4,000	38,100
	5 tons	7 tons	16,200	19,900	2,700	500	300	3,300	43,000
	7 tons	10 tons	13,700	25,300	1,700	800	300	2,300	44,100
	10 tons		4,200	15,700	400	2,900	100	1,000	24,300
		Total	46,500	88,200	34,900	4,600	1,400	16,400	192,100
C	Over	Not over							
		1 ton	800	49,400	570,700	-	5,700	159,000	785,400
	1 ton	2 tons	3,700	31,800	71,400	400	2,400	17,700	127,400
	2 tons	3 tons	8,000	29,700	25,700	600	2,300	6,100	72,300
	3 tons	5 tons	20,400	54,400	20,700	3,600	1,100	5,800	106,000
	5 tons	7 tons	18,200	32,300	6,300	4,400	500	3,800	65,600
	7 tons	10 tons	11,800	23,600	2,800	5,600	400	2,400	46,600
	10 tons		3,600	9,800	1,000	6,300	300	2,100	23,100
		Total	66,600	230,800	698,800	20,900	12,800	196,900	1,226,400
Total, all licences			113,100	319,000	733,500	25,500	14,000	213,400	1,418,500

Numbers of goods vehicles in use during 1962*
analysed by year of first registration

Table 8 Numbers of vehicles

Year of first registration	Unladen weight				Total
	Not over 2 tons	Over 2 tons not over 3 tons	Over 3 tons not over 5 tons	Over 5 tons	
1962† or 1961	212,500	24,200	48,800	14,200	299,700
1960	168,700	21,600	40,300	10,500	241,200
1959	126,700	18,800	33,700	6,800	186,000
1958	89,500	17,700	23,000	5,400	135,600
1957	69,000	16,500	15,700	5,100	106,200
1956	45,600	19,400	15,200	3,900	84,100
1955	50,700	20,300	11,800	3,100	85,800
1954	30,100	16,300	8,800	2,700	57,900
1953	25,200	13,100	6,200	3,000	47,400
1952	17,900	8,600	4,100	2,100	32,700
1951	13,700	8,500	3,800	1,700	27,700
1950	11,900	11,100	3,800	2,000	28,800
1949	9,600	7,800	3,300	1,600	22,200
1948	6,200	8,400	2,400	1,000	18,100
1947	6,100	6,800	1,800	1,100	15,900
1946 or earlier	10,900	10,900	3,800	3,600	29,200
Total	894,400	230,000	226,400	67,700	1,418,500

*Since the samples of vehicles to be included in the survey were drawn some months in advance of each survey week, the figures given in the above table outline the age distribution of the fleet during the early part of 1962 and not during the September quarter.

†Part year only.

Table 9

Age distribution of vehicles on A, Contract A and B licences compared with C licence vehicles*

Percentages

Age groups		Unladen weight							
		Not over 2 tons		Over 2 tons not over 3 tons		Over 3 tons not over 5 tons		Over 5 tons	
		A and B	C	A and B	C	A and B	C	A and B	C
Over	**Not over**								
	3 years†	44	57	20	31	55	54	52	43
3 years	6 "	20	23	22	24	24	24	20	22
6 "	9 "	16	12	24	21	11	12	14	12
9 "	12 "	11	5	15	11	5	5	7	10
12 "	15 "	6	2	12	9	3	4	4	7
15 "		3	1	7	4	2	2	3	7
Total		100	100	100	100	100	100	100	100

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*See footnote to Table 8

†i.e., first registered on or after 1st January, 1959.

'B' licensed vehicles divided between those engaged mainly on transport for hire and those employed on own account during the survey weeks in 1962.*

Table 10

Numbers of vehicles

Unladen weight		For hire	On own account	Total
Over	Not over			
	1 ton	2,000	1,500	3,400
1 ton	2 tons	3,200	2,600	5,800
2 tons	2½ tons	3,800	3,900	7,700
2½ tons	3 tons	13,200	6,100	19,300
3 tons	5 tons	26,600	6,700	33,300
5 tons		3,200	700	3,900
	Total	52,000	21,500	73,500

*Including idle vehicles, which have been distributed in same proportions as active vehicles.

'C' licensed vehicles analysed by type of work on which vehicle was mainly engaged during survey weeks in 1962

Table 11

Numbers of vehicles

Type of work	Unladen weight			Total
	Not over 2 tons	Over 2 tons not over 3 tons	Over 3 tons	
Retail delivery	309,100	50,000	26,100	385,200
Wholesale delivery	84,700	40,200	44,700	169,600
Maintenance and repair	121,700	7,600	4,000	133,300
Carriage of materials to or from building sites	73,600	16,300	27,800	117,700
Delivery of materials and fuel to factories	13,400	7,100	20,900	41,400
Delivery of export goods to docks	1,900	600	1,200	3,700
Other	178,600	25,300	31,400	235,300
Not working*	95,400	21,700	23,100	140,200
Total	878,400	168,800	179,200	1,226,400

*Includes vehicles idle because of no work, repairs, holidays, sickness of driver.

'C' licensed vehicles analysed by nature of business of operator

Table 12 — Numbers of vehicles

Order.	Standard Industrial Classification	Unladen weight: Not over 2 tons †	Over 2, not over 3 tons	Over 3, not over 5 tons	Over 5 tons	Total
I	Agriculture, forestry & fishing	31,000	3,300	2,300	300	36,900
II	Mining and quarrying	1,800	600	7,000	1,900	11,300
III*	Food, drink & tobacco manufacturing	45,600	23,700	17,600	5,300	92,200
IV	Chemicals and allied industries	8,300	5,100	6,200	3,100	22,700
V	Metal manufacture	4,300	2,300	3,100	1,300	11,000
VI	Engineering & electrical goods	36,500	5,400	3,300	1,500	46,700
VII	Shipbuilding & marine engineering	1,100	500	300	-	1,900
VIII	Vehicles	7,900	1,200	1,700	500	11,300
IX	Metal goods not elsewhere specified	12,200	2,400	2,000	700	17,300
X	Textiles	7,900	1,800	1,800	200	11,700
XI	Leather, leather goods & fur	3,100	100	300	-	3,500
XII	Clothing & footwear	4,900	500	700	-	6,100
XIII	Bricks, pottery, glass, cement, etc.	7,100	2,500	7,900	4,500	22,000
XIV	Timber & furniture, etc.	12,800	2,600	4,500	800	20,700
XV	Paper, printing and publishing	8,000	2,300	1,200	800	12,300
XVI	Other manufacturing industries	6,000	1,100	1,100	100	8,300
XVII	Construction	152,400	18,100	16,200	4,000	190,700
XVIII	Gas, electricity and water	24,100	3,500	4,200	800	32,600
XIX	Transport and communication	9,900	2,100	1,700	500	14,200
XX*	Distributive trades	400,500	79,600	48,400	11,600	540,300
XXI & XXII	Insurance, banking, finance and professional & scientific services	6,100	800	200	-	7,100
XXIII	Miscellaneous services	76,700	5,500	2,700	2,700	87,600
XXIV	Public administration and defence	10,100	3,600	3,900	300	17,900
	Total	878,400	168,800	138,200	41,000	1,226,400

*For further breakdown see Table 12a

†The sampling errors in the figures showing numbers of light vehicles in each industry are fairly large.

'C' Licensed vehicles in Orders III and XX: Further analysis by industry

Table 12a

Numbers of vehicles

Standard Industrial Classification Order and Minimum List Heading		Unladen weight				Total
		Not over 2 tons	Over 2, not over 3 tons	Over 3, not over 5 tons	Over 5 tons	
Order III Food, drink and tobacco manufacturing						
211 to 213	Grain milling, bread and flour confectionery, etc.	20,600	9,600	5,100	1,500	36,800
231 and 239	Brewing and other drink industries	9,600	6,400	7,500	2,100	27,600
214 to 219, 229 and 240	Other food and drink industries and tobacco	15,500	5,600	5,100	1,700	27,900
Total, Food, drink and tobacco manufacturing		45,600	23,700	17,600	5,300	92,200
Order XX Distributive trades						
Wholesale distribution						
810(1)	Grocery and provisions, confectionery, drink	17,100	9,700	3,100	600	30,500
810(2)	Other foods	17,700	12,000	8,300	1,200	39,200
810(6)	Petroleum products	1,200	900	3,800	5,500	11,400
Rest of 810	Other goods	29,600	3,200	1,100	100	34,000
Total, wholesale distribution		65,600	25,700	16,300	7,400	115,000
Retail distribution						
820(1) and (2)	Grocery and provisions and other foods	180,700	11,100	5,200	300	197,300
820(3) to (7)	Other goods	119,800	10,100	3,300	200	133,400
Total, retail distribution		300,500	21,200	8,500	500	330,700
General dealing						
831(1)	Coal	4,900	17,100	4,800	700	27,500
831(2)	Builder's materials	5,900	4,600	4,400	900	15,800
831(3) and (4)	Corn, seed and agricultural materials and livestock	6,200	2,600	4,700	500	14,000
832	Dealing in other industrial materials and machinery	17,500	8,800	9,500	1,600	37,400
Total, general dealing		34,500	33,000	23,500	3,600	94,600
Total, Distributive trades		400,500	79,800	48,400	11,600	540,300

'C' licence vehicles analysed by nature of business of operator and type of work on which vehicle was mainly engaged in survey weeks in 1962

Table 13

Numbers of vehicles

Type of work	Nature of business						Total
	Agriculture, forestry, fishing	Mining & quarrying	Manufacturing	Construction	Distributive trades	Services	
Distribution	9,300	1,300	127,000	2,500	388,200	26,500	554,800
Maintenance & repair	800	800	21,200	44,000	28,700	37,800	133,300
Carriage of materials to or from building sites	700	2,100	14,700	88,100	9,200	2,900	117,700
Delivery of materials & fuel to factories	300	1,000	31,000	500	7,100	1,400	41,400
Export goods to docks	-	-	3,400	-	300	-	3,700
Other	15,600	4,200	56,700	30,500	58,600	69,700	235,300
Not Working*	10,200	1,900	33,700	25,100	48,200	21,100	140,200
Total	36,900	11,300	287,700	190,700	540,300	159,400	1,226,400

*See footnote to Table 11

Numbers of articulated vehicles

Table 14

Unladen weight*		Licence category				Total
		A	Contract A	B	C	
Over	Not over					
	3 tons	9,800	200	500	4,700	15,200
3 tons	5 tons	6,600	1,000	1,200	9,100	17,900
5 tons		6,000	1,700	1,300	12,700	21,700
	Total	22,400	2,900	3,000	26,500	54,800

*Both drawing unit and trailer are included when classifying the unladen weight of the vehicle.

Proportion of vehicles which are articulated, by licence category and unladen weight.

Table 15

Percentages

Unladen weight		Licence category				All licences
		A	Contract A	B	C	
Over	Not over					
	3 tons	28	3	1	-	1
3 tons	5 tons	17	7	4	7	6
5 tons		38	25	32	31	32
	All weights	25	10	4	2	4

Articulated vehicles: analysis by type of body

Table 16

Numbers of vehicles

Unladen weight		Type of body				Total
		Platform or sided; tipper	Box body	Tanker or other bulk carrier	Other types of body*	
Over	Not over					
	3 tons	9,700	3,500	200	1,800	15,200
3 tons	5 tons	13,800	1,800	900	1,400	17,900
5 tons		12,100	2,700	3,700	3,200	21,700
	Total	35,600	8,000	4,800	6,400	54,800

*Includes insulated or refrigerated van

'C' licensed articulated vehicles analysed by nature of business of operator

Table 17

Standard Industrial Classification		Articulated vehicles	
Order.		Number	Percent of all vehicles of unladen weight over 3 tons in S.I.C. Order
I	Agriculture, forestry and fishing	200	8
II	Mining and quarrying	400	4
III	Food, drink and tobacco manufacturing	3,300	14
IV	Chemicals and allied industries	1,500	16
V	Metal manufacture	900	20
VI	Engineering and electrical goods	1,300	27
VII	Shipbuilding and marine engineering	-	13
VIII	Vehicles	800	36
IX	Metal goods not elsewhere specified	400	15
X	Textiles	200	8
XI	Leather, leather goods and fur	100	17
XII	Clothing and footwear	100	9
XIII	Bricks, pottery, glass, cement, etc.	800	7
XIV	Timber, furniture, etc.	1,000	19
XV	Paper, printing and publishing	900	45
XVI	Other manufacturing industries	100	9
XVII	Construction	3,300	16
XVIII	Gas, electricity and water	600	12
XIX	Transport and communication	400	17
XX	Distributive trades	9,500	16
XXI & XXII	Insurance, banking, finance and professional and scientific services	-	20
XXIII	Miscellaneous services	300	7
XXIV	Public administration and defence	400	9
	All Orders	26,500	15

SECTION 2. TRANSPORT OPERATIONS OF ROAD GOODS VEHICLES DURING 1962.

Estimated miles run by road vehicles for purpose of goods transport during 1962

Table 18 Millions

Licence category	Unladen weight		End-to-end journeys			Intermediate journeys			Total
	Over	Not over	Loaded	Empty	Total	Loaded	Empty	Total	
A		1 ton	0.4	0.2	0.6	4.0	1.0	4.9	5.5
	1 ton	2 tons	6.1	4.1	10.2	37.5	8.0	45.4	55.6
	2 tons	2½ "	8.4	6.1	14.4	46.1	7.8	53.9	68.3
	2½ "	3 "	85.2	39.7	125.0	141.9	24.0	165.9	290.9
	3 "	5 "	549.0	218.3	767.3	211.0	35.8	246.8	1,014.0
	5 "		369.9	113.1	483.1	43.2	8.8	52.0	535.1
		Total	1,019.0	381.5	1,400.6	483.6	85.4	568.9	1,969.5
Contract A		1 ton	0.2	0.1	0.3	4.7	0.7	5.4	5.7
	1 ton	2 tons	1.5	0.7	2.2	8.3	1.7	10.0	12.2
	2 tons	2½ "	2.2	1.3	3.5	8.7	2.0	10.7	14.1
	2½ "	3 "	19.1	12.6	31.7	27.4	7.5	34.9	66.7
	3 "	5 "	179.0	127.4	306.4	64.6	16.7	81.3	387.7
	5 "		128.7	88.8	217.5	12.5	4.8	17.3	234.9
		Total	330.6	231.0	561.6	126.2	33.4	159.6	721.2
B		1 ton	3.0	2.4	5.4	15.0	3.4	18.4	23.8
	1 ton	2 tons	5.8	3.9	9.6	30.7	6.9	37.6	47.2
	2 tons	2½ "	11.8	9.6	21.4	32.8	9.1	41.9	63.3
	2½ "	3 "	54.2	42.9	97.1	86.6	20.4	107.0	204.0
	3 "	5 "	268.1	218.6	486.7	91.4	24.1	115.5	602.2
	5 "		55.4	42.5	97.9	6.2	2.8	8.9	106.7
		Total	398.2	319.9	718.1	262.7	66.5	329.2	1,047.2
C		1 ton*	-	-	-	2,527.1	660.4	3,187.5	3,187.5
	1 ton	2 tons	386.4	222.7	609.2	1,599.6	220.1	1,819.7	2,428.9
	2 tons	2½ "	105.5	58.5	164.0	382.5	69.0	451.5	615.4
	2½ "	3 "	204.6	119.6	324.2	637.8	118.9	756.7	1,080.8
	3 "	5 "	779.6	497.2	1,276.8	746.2	158.6	904.7	2,181.6
	5 "		419.1	250.8	669.9	122.1	48.8	170.9	840.8
		Total	1,895.2	1,148.9	3,044.1	6,015.2	1,275.8	7,291.0	10,335.0
Total, all vehicles			3,643.0	2,081.3	5,724.3	6,887.8	1,461.0	8,348.6	14,072.9

*All journeys made by these vehicles were assumed to be intermediate journeys.

Estimated tons carried by road transport during 1962

Table 19 Millions

Licence category	Unladen weight		End-to-end journeys	Intermediate journeys	Total
	Over	Not over			
A		1 ton	-	0.1	0.2
	1 ton	2 tons	1.7	2.9	4.6
	2 tons	2½ "	3.2	5.6	8.8
	2½ "	3 "	16.2	16.3	32.6
	3 "	5 "	80.7	22.0	102.8
	5 "		50.0	6.9	56.8
		Total	151.8	53.9	205.7
Contract A		1 ton	-	0.1	0.1
	1 ton	2 tons	0.1	0.3	0.4
	2 tons	2½ "	0.7	0.7	1.4
	2½ "	3 "	5.3	2.9	8.2
	3 "	5 "	45.0	6.6	51.5
	5 "		29.3	1.9	31.1
		Total	80.3	12.5	92.7
B		1 ton	0.1	0.3	0.4
	1 ton	2 tons	0.5	1.4	1.9
	2 tons	2½ "	4.5	6.9	11.3
	2½ "	3 "	23.8	15.3	39.1
	3 "	5 "	121.5	16.6	138.1
	5 "		18.9	1.3	20.2
		Total	169.3	41.7	211.1
C		1 ton	-	41.8	41.8
	1 ton	2 tons	20.3	46.1	66.4
	2 tons	2½ "	16.2	35.6	51.8
	2½ "	3 "	42.6	62.1	104.7
	3 "	5 "	241.0	84.9	325.9
	5 "		126.6	21.3	147.9
		Total	446.7	291.8	738.5
Total, all vehicles			848.1	399.9	1,248.0

'-' indicates nil or less than half the final digit shown

Estimated ton mileage performed by road transport during 1962

Table 20

Millions

Licence category	Unladen weight		End-to-end journeys	Intermediate journeys	Total
	Over	Not over			
A		1 ton	-	1	2
	1 ton	2 tons	8	33	41
	2 tons	2½ "	24	93	117
	2½ "	3 "	422	364	786
	3 "	5 "	3,972	879	4,852
	5 "		4,276	316	4,592
		Total	8,702	1,687	10,389
Contract A		1 ton	-	2	2
	1 ton	2 tons	2	7	9
	2 tons	2½ "	7	15	22
	2½ "	3 "	105	72	177
	3 "	5 "	1,334	261	1,595
	5 "		1,555	87	1,642
		Total	3,002	444	3,447
B		1 ton	1	5	6
	1 ton	2 tons	5	19	24
	2 tons	2½ "	34	65	99
	2½ "	3 "	246	247	493
	3 "	5 "	1,872	354	2,226
	5 "		593	37	630
		Total	2,752	726	3,478
C		1 ton	-	687	687
	1 ton	2 tons	228	901	1,129
	2 tons	2½ "	189	581	769
	2½ "	3 "	653	1,397	2,051
	3 "	5 "	4,519	2,244	6,763
	5 tons		4,200	704	4,904
		Total	9,789	6,515	16,303
Total, all vehicles			24,244	9,373	33,617

Estimated number of loaded end-to-end journeys undertaken during 1962, analysed by length of haul

Table 21

Thousands

Licence category	Unladen weight		Length of haul				Total
	Over	Not over	Under 25 miles	25-49 miles	50-99 miles	100 miles and over	
A		1 ton	32	4	1	-	37
	1 ton	2 tons	816	40	14	6	878
	2 tons	2½ "	1,327	33	14	9	1,383
	2½ "	3 "	3,847	347	320	194	4,509
	3 "	5 "	7,434	1,629	1,572	1,871	12,507
	5 "		1,466	608	865	1,517	4,457
		Total	14,724	2,660	2,788	3,598	23,771
Contract A		1 ton	16	1	1	-	18
	1 ton	2 tons	48	12	11	-	71
	2 tons	2½ "	150	15	10	1	179
	2½ "	3 "	888	104	53	35	1,080
	3 "	5 "	4,085	996	587	349	6,018
	5 "		1,240	442	406	430	2,520
		Total	6,429	1,572	1,068	616	9,886
B		1 ton	396	16	2	2	419
	1 ton	2 tons	547	37	7	8	600
	2 tons	2½ "	1,559	66	9	3	1,635
	2½ "	3 "	5,031	299	117	33	5,475
	3 "	5 "	15,457	1,725	693	295	18,169
	5 "		1,187	257	186	145	1,775
		Total	24,178	2,401	1,011	481	28,072
C		1 ton*	-	-	-	-	-
	1 ton	2 tons	31,432	2,469	859	331	35,090
	2 tons	2½ "	6,182	617	245	73	9,116
	2½ "	3 "	12,726	1,183	578	268	14,755
	3 "	5 "	33,729	4,800	2,413	1,271	42,212
	5 "		8,815	2,093	1,628	1,001	13,338
		Total	94,884	11,162	5,723	2,944	114,512
Total, all vehicles			140,015	17,795	10,591	7,840	176,240

* The simplified form used for C licensed vehicles of unladen weight not over 1 ton did not ask for an analysis of each journey by type and length; all journeys made by these vehicles were assumed to be intermediate journeys of under 25 miles in length and are therefore included in Table 22.

Estimated number of intermediate journeys undertaken during 1962, analysed by length of journey

Table 22

Thousands

Licence category	Unladen weight		Length of journey				Total
	Over	Not over	Under 25 miles	25-49 miles	50-99 miles	100 miles and over	
A		1 ton	131	42	25	3	200
	1 ton	2 tons	1,557	336	195	37	2,128
	2 tons	2½ "	2,136	429	187	53	2,805
	2½ "	3 "	3,899	1,013	847	254	5,814
	3 "	5 "	1,610	1,045	909	691	4,258
	5 "		256	116	153	167	690
		Total	9,591	2,881	2,115	1,203	15,893
Contract A		1 ton	121	44	29	4	188
	1 ton	2 tons	101	69	60	15	247
	2 tons	2½ "	122	81	55	13	270
	2½ "	3 "	364	156	165	83	770
	3 "	5 "	328	265	243	260	1,096
	5 "		59	18	33	65	175
		Total	1,095	633	586	442	2,759
B		1 ton	501	183	50	22	755
	1 ton	2 tons	855	317	183	32	1,468
	2 tons	2½ "	1,907	317	140	24	2,388
	2½ "	3 "	2,390	801	484	136	3,810
	3 "	5 "	1,663	770	538	201	3,169
	5 "		43	46	35	30	155
		Total	7,460	2,432	1,407	443	11,743
C		1 ton	271,701	-	-	-	271,701
	1 ton	2 tons	44,206	16,647	7,315	1,586	69,753
	2 tons	2½ "	10,373	3,685	1,887	531	16,475
	2½ "	3 "	11,653	5,098	3,751	1,175	21,678
	3 "	5 "	9,626	4,814	3,483	2,117	20,040
	5 "		765	637	689	480	2,571
		Total	348,324	30,880	17,124	5,887	402,217
Total, all vehicles			366,472	36,928	21,233	7,875	432,612

It is important to note that this is not an analysis by length of haul of a consignment. It is not possible from the results of the present survey to analyse intermediate journeys by length of haul because, by definition, this type of journey is one on which the load is continually changing. The present figures therefore relate to *journeys* analysed by their length; the vehicle may be loaded for the whole journey or for only part of it, and different consignments (or size of consignment) will be carried on different parts of the journey.

Estimated tons carried on end-to-end journeys during 1962, analysed by length of haul

Table 23

Millions

Licence category	Unladen weight		Length of haul				Total
	Over	Not over	Under 25 miles	25-49 miles	50-99 miles	100 miles and over	
A		1 ton	-	-	-	-	-
	1 ton	2 tons	1.6	0.1	-	-	1.7
	2 tons	2½ "	3.0	0.1	0.1	-	3.2
	2½ "	3 "	11.8	1.8	1.7	0.9	16.2
	3 "	5 "	43.5	11.2	12.0	14.1	80.7
	5 "		14.5	7.2	9.7	18.5	50.0
	Total		74.4	20.4	23.5	33.5	151.8
Contract A		1 ton	-	-	-	-	-
	1 ton	2 tons	0.1	-	-	-	0.1
	2 tons	2½ "	0.6	0.1	-	-	0.7
	2½ "	3 "	4.2	0.5	0.3	0.2	5.3
	3 "	5 "	30.7	6.9	4.5	2.8	45.0
	5 "		14.0	5.1	4.9	5.3	29.3
	Total		49.6	12.6	9.8	8.3	80.3
B		1 ton	0.1	-	-	-	0.1
	1 ton	2 tons	0.5	-	-	-	0.5
	2 tons	2½ "	4.2	0.2	-	-	4.5
	2½ "	3 "	21.7	1.4	0.5	0.2	23.8
	3 "	5 "	102.0	12.6	4.9	2.0	121.5
	5 "		12.2	3.0	2.2	1.5	18.9
	Total		140.7	17.4	7.6	3.6	169.3
C		1 ton	-	-	-	-	-
	1 ton	2 tons	18.4	1.2	0.5	0.2	20.3
	2 tons	2½ "	14.4	1.3	0.4	0.1	16.2
	2½ "	3 "	35.4	4.4	2.0	0.9	42.6
	3 "	5 "	191.1	29.1	14.5	6.3	241.0
	5 "		78.1	22.0	17.0	9.5	126.6
	Total		337.2	58.0	34.4	17.1	446.7
Total, all vehicles			602.0	108.3	75.3	62.6	848.1

Estimated tons carried on intermediate journeys during 1962, analysed by length of journey

Table 24

Millions

Licence category	Unladen weight		Length of journey				Total
	Over	Not over	Under 25 miles	25-49 miles	50-99 miles	100 miles and over	
A		1 ton	0.1	-	-	-	0.1
	1 ton	2 tons	2.2	0.4	0.2	0.1	2.9
	2 tons	2½ "	3.8	1.2	0.5	0.1	5.6
	2½ "	3 "	8.4	4.0	2.8	1.1	16.3
	3 "	5 "	5.5	5.7	5.3	5.5	22.0
	5 "		2.3	1.2	1.5	1.9	6.9
		Total	22.2	12.6	10.4	8.7	53.9
Contract A		1 ton	-	-	-	-	0.1
	1 ton	2 tons	0.1	0.1	0.1	-	0.3
	2 tons	2½ "	0.3	0.2	0.1	-	0.7
	2½ "	3 "	1.3	0.6	0.7	0.3	2.9
	3 "	5 "	2.0	1.5	1.4	1.7	6.6
	5 "		0.6	0.2	0.3	0.7	1.9
		Total	4.5	2.6	2.6	2.8	12.5
B		1 ton	0.2	0.1	-	-	0.3
	1 ton	2 tons	0.9	0.3	0.2	-	1.4
	2 tons	2½ "	5.1	1.1	0.5	0.1	6.9
	2½ "	3 "	8.5	4.0	2.1	0.7	15.3
	3 "	5 "	8.2	4.0	3.2	1.2	16.6
	5 "		0.4	0.4	0.3	0.3	1.3
		Total	23.3	9.8	6.2	2.4	41.7
C		1 ton	41.8	-	-	-	41.8
	1 ton	2 tons	27.7	11.9	5.2	1.3	48.1
	2 tons	2½ "	22.1	9.1	3.5	0.9	35.6
	2½ "	3 "	34.0	15.5	9.5	3.0	62.1
	3 "	5 "	38.7	21.7	15.3	9.3	84.9
	5 "		5.6	5.5	5.9	4.2	21.3
		Total	169.9	63.7	39.5	18.7	291.8
Total, all vehicles			219.8	88.8	58.7	32.6	399.9

Estimated ton mileage performed on end-to-end journeys during 1962, analysed by length of haul

Table 25

Millions

Licence category	Unladen weight		Length of haul				Total
	Over	Not over	Under 25 miles	25-49 miles	50-99 miles	100 miles and over	
A		1 ton	-	-	-	-	-
	1 ton	2 tons	5	1	1	1	8
	2 tons	2½ "	12	4	4	4	24
	2½ "	3 "	83	65	127	147	422
	3 "	5 "	354	411	818	2,390	3,972
	5 "		140	249	743	3,143	4,276
	Total		594	729	1,693	5,685	8,702
Contract A		1 ton	-	-	-	-	-
	1 ton	2 tons	-	-	1	-	2
	2 tons	2½ "	3	2	2	-	7
	2½ "	3 "	34	20	21	29	105
	3 "	5 "	314	269	320	432	1,334
	5 "		136	190	345	884	1,555
	Total		487	481	689	1,345	3,002
B		1 ton	1	-	-	-	1
	1 ton	2 tons	3	1	-	1	5
	2 tons	2½ "	24	7	2	1	34
	2½ "	3 "	149	45	31	20	246
	3 "	5 "	854	441	314	263	1,872
	5 "		121	104	149	220	593
	Total		1,152	598	497	505	2,752
C		1 ton	-	-	-	-	-
	1 ton	2 tons	123	39	37	29	228
	2 tons	2½ "	92	43	32	22	189
	2½ "	3 "	263	140	132	118	653
	3 "	5 "	1,522	1,038	977	982	4,519
	5 "		741	860	1,115	1,484	4,200
	Total		2,741	2,119	2,293	2,635	9,789
Total, all vehicles			4,975	3,928	5,172	10,170	24,244

Estimated ton mileage performed on intermediate journeys during 1962, analysed by length of journey

Table 26

Millions

Licence category	Unladen weight		Length of journey				Total
	Over	Not over	Under 25 miles	25-49 miles	50-99 miles	100 miles and over	
A		1 ton	-	-	1	-	1
	1 ton	2 tons	13	8	8	3	33
	2 tons	2½ "	33	33	20	7	93
	2½ "	3 "	58	81	114	112	364
	3 "	5 "	40	119	212	508	879
	5 "		16	27	67	206	316
	Total		160	269	422	836	1,687
Contract A		1 ton	-	-	1	-	2
	1 ton	2 tons	1	2	3	1	7
	2 tons	2½ "	3	4	5	3	15
	2½ "	3 "	9	11	25	26	72
	3 "	5 "	14	26	53	167	261
	5 "		4	5	13	65	87
	Total		31	50	100	263	444
B		1 ton	1	1	1	1	5
	1 ton	2 tons	5	6	6	2	19
	2 tons	2½ "	27	18	16	3	65
	2½ "	3 "	53	78	74	44	247
	3 "	5 "	53	76	124	101	354
	5 "		2	8	9	20	37
	Total		143	184	229	170	726
C		1 ton	687	-	-	-	687
	1 ton	2 tons	269	331	199	101	901
	2 tons	2½ "	153	198	155	74	581
	2½ "	3 "	299	435	387	276	1,397
	3 "	5 "	290	451	596	908	2,244
	5 "		34	98	194	378	704
	Total		1,732	1,514	1,531	1,738	6,515
Total, all vehicles			2,068	2,017	2,282	3,007	9,373

Vehicles engaged in goods transport during survey weeks: analysis by main nature of journeys undertaken

Table 27 Percentages

Licence category	Unladen weight		Percentage of vehicles working solely on		
	Over	Not over	End-to-end journeys	Intermediate journeys	Mixed work†
A		1 ton	8	76	16
	1 ton	2 tons	8	56	36
	2 tons	2½ "	10	54	37
	2½ "	3 "	17	42	41
	3 "	5 "	47	17	36
	5 "		69	4	27
	All A vehicles		39	26	36
Contract A		1 ton	1	90	8
	1 ton	2 tons	10	77	13
	2 tons	2½ "	16	65	19
	2½ "	3 "	35	45	20
	3 "	5 "	66	15	19
	5 "		83	5	12
	All Contract A vehicles		61	22	17
B		1 ton	22	62	16
	1 ton	2 tons	18	62	20
	2 tons	2½ "	24	51	25
	2½ "	3 "	35	40	25
	3 "	5 "	65	15	20
	5 "		82	6	12
	All B vehicles		48	30	22
C		1 ton	-	100*	-
	1 ton	2 tons	21	62	18
	2 tons	2½ "	20	64	17
	2½ "	3 "	20	58	22
	3 "	5 "	40	34	26
	5 "		63	12	24
	All C vehicles		15	74	11

* All journeys made by 'C' vehicles of unladen weight not over 1 ton were assumed to be intermediate journeys.

† i.e. some end-to-end trips and some intermediate journeys.

Estimated average mileage, tonnage and ton mileage performed in 1962 by vehicles employed on goods transport on the public highway*

Table 28

Numbers

Licence category	Unladen weight		Averages		
	Over	Not over	Miles	Tons	Ton miles
A		1 ton	12,400	360	3,700
	1 ton	2 tons	11,100	920	8,200
	2 tons	2½ "	9,500	1,220	16,300
	2½ "	3 "	13,600	1,520	38,700
	3 "	5 "	26,100	2,640	124,700
	5 "		34,200	3,630	293,000
Contract A		1 ton	14,600	220	4,500
	1 ton	2 tons	16,400	550	11,800
	2 tons	2½ "	13,200	1,300	20,900
	2½ "	3 "	15,500	2,000	41,000
	3 "	5 "	25,900	3,440	106,500
	5 "		35,100	4,650	245,100
B		1 ton	7,500	140	1,800
	1 ton	2 tons	8,700	360	4,400
	2 tons	2½ "	8,300	1,480	13,000
	2½ "	3 "	10,800	2,070	26,000
	3 "	5 "	19,400	4,450	71,700
	5 "		28,700	5,440	169,600
C		1 ton	7,000	90	1,500
	1 ton	2 tons	8,400	230	3,900
	2 tons	2½ "	9,100	770	11,400
	2½ "	3 "	11,300	1,100	21,500
	3 "	5 "	16,400	2,460	50,900
	5 "		22,600	3,980	132,200

* For fuller definition and discussion of the figures see page 13.

Estimated tons carried and ton mileage performed by 'B' licensed vehicles during 1962, divided between transport for hire and transport on own account

Table 29

Unladen weight		Tons carried (millions)		Ton-miles performed (millions)	
		For hire	On own account	For hire	On own account
Over	**Not over**				
	1 ton	0.3	0.2	4	2
1 ton	2 tons	1.1	0.8	14	9
2 tons	2½ "	5.9	5.4	56	43
2½ "	3 "	28.5	10.7	370	123
3 "	5 "	114.2	23.8	1,834	392
5 "		16.7	3.5	537	93
Total		166.7	44.4	2,816	662

Table 29a

Percentages

Unladen weight		Proportion of tonnage carried		Proportion of ton-miles performed	
		For hire	On own account	For hire	On own account
Over	**Not over**				
	1 ton	59	41	68	32
1 ton	2 tons	58	42	60	40
2 tons	2½ "	52	48	57	43
2½ "	3 "	73	27	75	25
3 "	5 "	83	17	82	18
5 "		83	17	85	15
All 'B' vehicles		79	21	81	19

Estimated work done by 'C' licensed vehicles in 1962, analysed by type of work

Table 30

Millions

Type of work	Tons carried	Miles run			Ton miles performed
		Loaded	Empty	Total	
Retail delivery	160.2	2,721	609	3,331	2,989
Wholesale delivery	156.6	2,100	587	2,687	5,157
Maintenance and repair work	25.6	587	145	732	302
Carriage of materials to or from building sites	162.8	792	478	1,270	2,786
Delivery of materials and fuel to factories	101.2	527	239	766	2,574
Delivery of export goods to docks	3.4	34	13	47	121
Other	128.9	1,149	354	1,503	2,394
Total	738.5	7,910	2,425	10,335	16,303

Estimated tonnage and ton mileage performed by 'C' licence vehicles during 1962, analysed by nature of business of operator

Table 31 Millions

Order	Standard Industrial Classification	Tons	Ton miles
I	Agriculture, forestry and fishing	8.3	191
II	Mining and quarrying	52.3	676
III*	Food, drink and tobacco manufacturing	71.4	2,292
IV	Chemicals and allied industries	27.2	900
V	Metal manufacture	14.8	522
VI	Engineering and electrical goods	13.9	584
VII	Shipbuilding and marine engineering	0.9	29
VIII	Vehicles	4.5	225
IX	Metal goods not elsewhere specified	6.8	325
X	Textiles	7.1	165
XI	Leather, leather goods and fur	1.9	11
XII	Clothing and footwear	1.9	76
XIII	Bricks, pottery, glass, cement, etc.	57.0	1,299
XIV	Timber, furniture, etc.	6.8	276
XV	Paper, printing and publishing	8.6	261
XVI	Other manufacturing industries	3.6	144
XVII	Construction	96.9	1,289
XVIII	Gas, electricity and water	15.8	175
XIX	Transport and communication	10.3	168
XX*	Distributive trades	297.0	6,246
XXI & XXII	Insurance, banking, finance and professional and scientific services	1.1	16
XXIII	Miscellaneous services	12.2	298
XXIV	Public administration and defence	18.2	133
	Total	738.5	16,303

* For further breakdown see Table 31a.

Tonnage and ton mileage performed by 'C' vehicles in Orders III and XX: Further analysis by industry

Table 31a

Millions

Standard Industrial Classification Order and Minimum List Heading	Tons	Ton miles
Order III Food, drink and tobacco manufacturing		
211 to 213 Grain milling, bread and flour confectionery, etc.	23.3	796
231 and 239 Brewing and other drink industries	29.8	796
214 to 219, 229 and 240 Other food and drink industries and tobacco	18.5	700
Total, Food, drink and tobacco manufacturing	71.4	2,292
Order XX Distributive trades		
Wholesale distribution		
810(1) Grocery and provisions, confectionery, drink	19.6	515
810(2) Other foods	37.0	1,068
810(6) Petroleum products	35.1	942
Rest of 810 Other goods	6.6	231
Total, wholesale distribution	98.3	2,756
Retail distribution		
820(1) and (2) Grocery and provisions and other foods	45.2	760
820(3) to (7) Other goods	25.2	402
Total, retail distribution	70.4	1,182
General dealing		
831(1) Coal	49.9	557
631(2) Builders materials	30.2	541
831(3) and (4) Corn, seed and agricultural materials and livestock	17.2	481
832 Dealing in other industrial materials and machinery	31.0	729
Total, general dealing	128.3	2,308
Total, Distributive trades	297.0	6,246

The use of trailers in 1962*

Table 32

Licence category	Number of loaded journeys on which trailers were used (Thousands)	Loaded trailer journeys as a percentage of all loaded journeys
A	206	0.5
Contract A	34	0.3
B	43	0.1
C	581	0.1
All vehicles	864	0.1

* Excluding semi-trailers

Estimated number of vehicles idle and vehicles employed on site work or for purposes other than goods transport during the survey weeks*

Table 33

Licence category	Unladen weight		Reason for idleness		Total idle		Numbers employed on site work	Numbers not carrying goods
	Over	Not over	Repairs or holidays	No work	Number	Per cent of all vehicles active and idle		
A		1 ton	60	10	70	14	–	50
	1 ton	2 tons	430	170	600	12	50	30
	2 tons	2½ "	670	180	840	12	60	20
	2½ "	3 "	2,090	400	2,490	11	160	120
	3 "	5 "	2,730	310	3,040	8	230	90
	5 "		1,030	250	1,280	8	80	–
		Total	7,000	1,320	8,320	9	580	310
Contract A		1 ton	20	10	30	6	–	10
	1 ton	2 tons	20	10	20	3	20	20
	2 tons	2½ "	90	70	150	13	40	30
	2½ "	3 "	490	180	670	15	150	30
	3 "	5 "	1,290	370	1,660	11	360	10
	5 "		550	230	780	12	20	–
		Total	2,450	860	3,310	11	590	90
B		1 ton	250	160	410	12	20	230
	1 ton	2 tons	500	310	810	14	40	310
	2 tons	2½ "	820	460	1,080	14	160	130
	2½ "	3 "	2,220	640	2,860	15	460	120
	3 "	5 "	2,590	670	3,260	10	950	530
	5 "		320	110	420	11	60	10
		Total	8,500	2,350	8,840	12	1,690	1,330
C		1 ton	35,000	28,000	63,000	11	2,000	93,500
	1 ton	2 tons	21,450	12,800	34,250	10	3,800	35,700
	2 tons	2½ "	5,150	4,400	9,550	13	1,300	1,950
	2½ "	3 "	8,650	4,200	12,850	13	2,200	2,350
	3 "	5 "	11,600	4,500	16,100	12	2,350	1,950
	5 "		3,840	2,640	6,480	16	840	770
		Total	85,690	58,540	142,230	12	12,290	136,220
Total, all licences			101,630	61,060	162,690	11	15,140	137,940

* Figures are averages of the four survey weeks

Estimated proportion of vehicles idle during each quarter, 1962*

Table 34

Percentages

Licence category	Unladen weight		Winter	Spring	Summer	Autumn
	Over	Not over				
A		1 ton	13	15	20	8
	1 ton	2 tons	13	7	14	12
	2 tons	2½ "	13	10	12	11
	2½ "	3 "	13	9	13	11
	3 "	5 "	8	6	8	8
	5 "		8	9	9	6
		Total	10	8	10	9
Contract A		1 ton	5	-	10	10
	1 ton	2 tons	5	3	-	3
	2 tons	2½ "	19	16	12	5
	2½ "	3 "	15	16	18	10
	3 "	5 "	18	8	9	8
	5 "		18	9	13	9
		Total	17	9	11	8
B		1 ton	16	12	8	10
	1 ton	2 tons	16	10	19	11
	2 tons	2½ "	16	12	16	11
	2½ "	3 "	15	14	18	11
	3 "	5 "	14	8	12	8
	5 "		11	12	10	12
		Total	14	10	14	10
C		1 ton	18	6	11	11
	1 ton	2 tons	14	8	10	9
	2 tons	2½ "	16	12	15	11
	2½ "	3 "	13	10	16	13
	3 "	5 "	14	10	14	10
	5 "		23	14	14	13
		Total	16	8	12	11
All licences			16	8	12	11

* Based on the results of survey weeks in January, April, July and October respectively.

'C' licensed vehicles idle during survey weeks 1962*: analysis by nature of business of operator

Table 35

Order	Standard Industrial Classification	Reason for idleness		Total idle	
		Repairs or holidays	No work	Number	Percentage of all vehicles in S.I.C. Order
I	Agriculture, forestry and fishing	5,500	5,600	11,100	30
II	Mining and quarrying	1,300	400	1,700	16
III	Food, drink and tobacco manufacturing	5,800	2,500	8,300	9
IV	Chemicals and allied industries	1,100	800	1,900	9
V	Metal manufacture	1,000	100	1,100	10
VI	Engineering and electrical goods	2,400	2,500	4,900	10
VII	Shipbuilding and marine engineering	200	-	200	9
VIII	Vehicles	800	200	1,000	9
IX	Metal goods not elsewhere specified	1,700	2,400	4,100	24
X	Textiles	400	700	1,100	9
XI	Leather, leather goods and fur	1,200	500	1,700	49
XII	Clothing and footwear	300	200	400	7
XIII	Bricks, pottery, glass, cement, etc.	2,200	800	3,000	14
XIV	Timber, furniture, etc.	1,400	2,500	3,900	19
XV	Paper, printing and publishing	1,000	100	1,100	9
XVI	Other manufacturing industries	200	100	300	4
XVII	Construction	17,500	6,400	23,900	13
XVIII	Gas, electricity and water	1,200	300	1,500	5
XIX	Transport and communication	1,900	1,200	3,100	22
XX	Distributive trades	32,300	19,400	51,700	10
XXI & XXII	Insurance, banking, finance and professional and scientific services	700	700	1,400	19
XXIII	Miscellaneous services	4,900	8,400	13,300	15
XXIV	Public administration and defence	700	700	1,400	8
	All Orders	85,700	56,500	142,200	12

* Figures are averages of the four survey weeks.

'C' licensed vehicles employed on site work or for purposes other than the transport of goods: analysis by nature of business of operator

Table 36

Order	Standard Industrial Classification	Numbers of vehicles	Percentage of all vehicles in S.I.C. Order
I	Agriculture, forestry and fishing	7,100	19
II	Mining and quarrying	1,900	17
III	Food, drink and tobacco manufacturing	3,800	4
IV	Chemical and allied industries	2,600	13
V	Metal manufacture	1,200	10
VI	Engineering and electrical goods	9,500	20
VII	Shipbuilding and marine engineering	300	14
VIII	Vehicles	2,300	21
IX	Metal goods not elsewhere specified	1,300	7
X	Textiles	400	3
XI	Leather, leather goods and fur	-	-
XII	Clothing and footwear	100	2
XIII	Bricks, pottery, glass, cement, etc.	3,000	14
XIV	Timber, furniture, etc.	2,200	11
XV	Paper, printing and publishing	600	6
XVI	Other manufacturing industries	700	8
XVII	Construction	46,500	25
XVIII	Gas, electricity and water	11,700	36
XIX	Transport and communication	4,000	29
XX	Distributive trades	25,000	5
XXI & XXII	Insurance, banking, finance and professional and scientific services	900	13
XXIII	Miscellaneous services	16,200	19
XXIV	Public administration and defence	7,200	40
	All Orders	148,500	12

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